



Department of Public Works/Engineering
MAJOR DEVELOPMENT REVIEW TEAM
PO Box 1307, Issaquah, WA 98027-1307
425/837-3444 Fax: 425/837-3439

February 28, 2012

Members of the Urban Village Development Commission

RE: Urban Village Development Commission Meeting

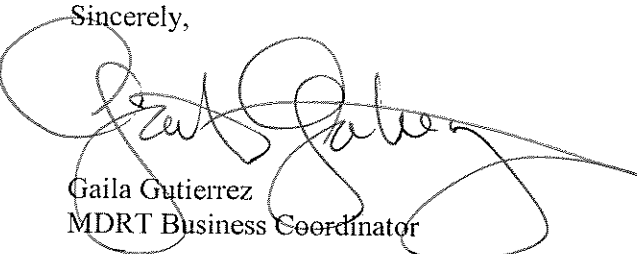
Dear Commission Member.

The MDRT looks forward to meeting with the Urban Village Development Commission (UVDC) at **7:00 p.m. on Tuesday, March 6** in the Council Chambers, located at 135 E Sunset Way.

Attached please find the meeting agenda. Also note we had a recording secretary transcribe the meeting minutes included in this packet. Due to recent heavy work program, MDRT staff have been unable to get the minutes out in a more timely manner. We appreciate your patience and understanding.

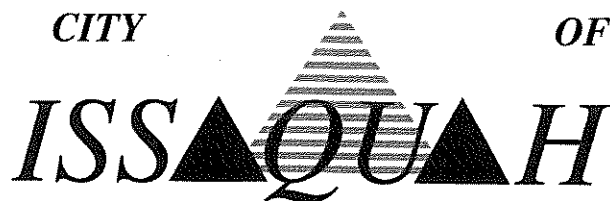
If you haven't done so already, please confirm your attendance by calling me at 425/837-3414 or email: gailag@ci.issaquah.wa.us.

Sincerely,



Gaila Gutierrez
MDRT Business Coordinator

cc: Ava Frisinger, Mayor
Bob Harrison, City Administrator
Sheldon Lynne, Public Works Director
Keith Niven, MDRT Program Manager
Lucy Sloman, MDRT Planning Consultant
Dan Ervin, MDRT Engineering Consultant
Autumn Monahan, Public Information Officer
Trish Heinonen, Planning Department
Bud Bakker, Eastside Fire & Rescue
Bret Heath, Public Works Operations
Dave Clayton, CORE Inc.
Kevin O'Brian
Barbara Shelton
Connie Marsh
Kristi Beckham
David Kappler



OF

URBAN VILLAGE DEVELOPMENT COMMISSION AGENDA

MAYOR

Ava Frisinger

COUNCIL

Fred Butler

Eileen Barber

Josh Schaer

John Traeger

Mark Mullet

Tola Marts

Stacy Goodman

URBAN DEVELOPMENT COMMISSION

Geoffrey Walker, Chair

Stefanie Preston

John Milne, MD

Scott McKillop

Karl Leigh

Nina Milligan

Michael Beard

Alternates

Erik Olson

William Horton

Jim Kieburz

STAFF

Keith Niven,
Program Manager

Dan Ervin,
Engineering Consultant

Lucy Sloman,
Planning Consultant

Gaila Gutierrez,
Business Coordinator

Candy Baer,
Planning Technician

Tuesday, March 6, 2012
Council Chambers

7:00 P.M.	Call to Order	Walker
7:01 P.M.	Meeting Minutes <ul style="list-style-type: none">• 11-1-11• 12-6-11	Walker
7:15 P.M.	Issaquah Highlands Preliminary Plat of Division 95	Sloman
8:30 P.M.	Public Comment	Walker
8:40 P.M.	Open Discussion	Walker
9:00 P.M.	Adjourn	Walker

Upcoming meetings: March 20

Council Chambers, 135 East Sunset Way, Issaquah, WA
Questions? 425.837.3414 or gailag@ci.issaquah.wa.us

CITY OF ISSAQUAH
URBAN VILLAGE DEVELOPMENT COMMISSION
Meeting Minutes

Tuesday November 1st, 2011

Council Chambers

Issaquah, WA

COMMISSIONERS PRESENT:

STAFF PRESENT

OTHERS

Geoffrey Walker, Chairman
Karl Leigh
Nina Milligan
Michael Beard
Stephanie Preston
Jim Kieburz
Bob Horton
Eric Olson

Keith Niven, MDRT Program Mgr.
Lucy Sloman, MDRT Planner
Candy Baer, MDRT Planning Tech
Trish Heinonen, City Planner
Dan Ervin, MDRT Engr Consultant

Kari Magill, Rowley
Kristi Tripple, Rowley
Renee Zimmerman
David Kappler
Connie Marsh

These meeting minutes are a brief summary of the Urban Village Development Commission meeting. For a complete record of the meeting; a video taping of the meeting is available upon request.

The Meeting was called to order at 6:03 p.m.

Niven began the meeting by reminded the Commission that they finished up the topics of the Urban Design Guidelines. The new information has been completed and the strategy for the meeting is to go through the worksheet.

WALKER indicated items where there may be differences of opinions; building heights, term of the agreement, pedestrian crossing between the two properties on SR900 and frequency and timing of the review. He would like to tackle the big things first, then the others point by point. Members agreed.

TERM OF THE AGREEMENT: THE REVIEW

The term is now 30 years – should we pursue something different?

HORTON agreed with 20 years with 2 – five year extensions, if necessary, after it's brought to the UVDC and Council for approval. With 20 years there is an incentive to do more on a timely basis.

WALKER asked the five year extensions fit in? HORTON replied there could be a ten year extension, but it makes more sense to do two fives because it would keep them more on track and move the project along a little quicker.

BEARD asked what happens at the end of the 30 years. Do the City Codes expire at the end of 30 years? Secondly, how did we come up with 30 years, when 20 years worked for Rowley?

Niven answered at the end of the term things continue until the City chooses to do something else. The City could choose to end of the term to apply new zoning to the property, continue to let the development agreement rule the property or retain the development standards, but bring the rest up to current code and regulation. The City would make those choices at the end of the term because it's faced with having to fit in the projects into the existing structure. The City could adopt the development agreements as City Code and then they would last forever. The City has not come to choosing any of them yet. In terms of 20 versus 30 Kari Magill will discuss why the timeline that's on the table is important to the Rowleys.

Kari Magill replied that 30 years is not a long time in the development world. Shortening the term of the agreement will not have an impact on how fast they deliver the agreement because it's the market they

will be responding to. They will be lucky to get everything developed in 30 years. They do not take outside investor partners. They need to go one building at a time and three to five years for each building. They may wish to have extensions and 20 years is pretty short.

LEIGH asked what happens at a check in period. *Niven* replied there would be a balanced evaluation that will happen periodically. Referring to the Chart on page 1, he reviewed the chart with the Commissioners calling the evaluation a project examination. This is an opportunity rather than a detention exercise. He is not concerned that the City will determine 30 years down the road that the development agreement was not a good idea – but the project examinations provide an opportunity for both Rowley and the City to review the progress of the development. He believes the specifics of the extensions seem to be punitive. There needs to be criteria to make a determination.

WALKER encouraged reviews to provide for an opportunity to review the progress and address current issues. He does not think 30 years is too long, but reviews are necessary with specific criteria.

Niven referred to the Kelkari condo project. Rowley has been waiting for the market to strengthen before moving forward and it has been fourteen years since the project began.

HORTON will revise his suggestion of 20 years with two 5-year extensions with the consideration there would be performance reviews. He believes 7-8 years is too long between reviews. The period should be shortened. He recommends a review every five years. OLSON added it appears there is a system in place if there is an issue such as traffic.

Niven replied they are going to mitigate all of their impacts. If, after 7 years, there seems to be an issue with traffic on SR 900, the City cannot say to the Rowley's they need to provide the City with additional funds to improve the traffic impact on SR 900. With impacts that have already been mitigated, the City can discuss the issue with them, but cannot require them to fix it. There can be an opportunity to adjust the community perception on some of these performance based portions of the development agreement and that can happen at those meetings. .

WALKER agreed that mitigations may have already happened, but if there are some real community issues for a long period of time, then those issues should be reviewed.

OLSON asked if there will be an opportunity to make a call when an issue arises?

WALKER added the City has the opportunity to discuss issues at any given point as do the Rowleys. He is okay with the 30 years and the seven year check-in as long as it's within the spirit of what has been discussed. OLSON agreed. These processes take a long time and he would not want to impede that process as long as there are tools to open discussions. WALKER asked if anyone on the Commission is opposed. HORTON agreed with the 30 years but would encourage check in at seven years.

PRESTON also agreed with the 30 years as there are many other checks and balances and ten years may be a more likely check in period. Is there an option at that check in period to alter some of the vision? WALKER agreed that the check in may be discussing the reality and making changes at that time.

MILLIGAN added 30 years is appropriate if the check in points are defined better, adding that it is an opportunity for the City and the developer to revisit and there isn't anything in the development agreement to prevent this being done at another time, but it at least sets up an opportunity to have the discussion at specific intervals.

WALKER proposed there is consensus for the thirty-year term but their comment to the Council is to recommend a review period somewhere between six to eight year time frame. Commissioners agreed.

BUILDING HEIGHTS

Niven said it appears this is one of the bigger issues. The draft language is a high rise building is now 10 stories with the ability to go to 12 stories or a maximum of 150 feet tall with criteria as to how to have the

extra two floors. The first criteria – There has to be another mid-rise building in the neighborhood. The second is that 50 percent of that building is housing or a significant amount is for a corporate employer. The building should also have a green component.

WALKER clarified that high rise is ten and mid rise is five to nine and low rise one to four. BEARD asked what the definition of the building is. *Niven* assumes that it is square footage. BEARD replied he thinks that it should be nailed down. LEIGH commented that B is ambiguous. *Niven* suggested that Leed silver is not, but agrees. The problem is nobody can paint a predictable alternative today for what would be at the same level as Leed silver, but not Leed silver.

WALKER asked if we could put some language in there that talks about what the appropriate measure of time, day, and time frame. LEIGH asked if there is a significant measure and what does Leed infer?

BEARD replied it's a construction material method and material system so it doesn't have metric in comparing it to other systems.

Magill added that basically that things we would be looking for would be energy efficiency, water efficiency, utilizing recycled content, emissions – cutting edge could be including compost in toilets. Adding they are desiring to see better energy performance, along those lines.

Sloman asked if there is anything in One Planet Living that we could use since we picked that for sustainability. BEARD added we could tell them it has to be certified 2011 Leed silver at a minimum?

KIEBURTZ asked if they looked at the hotel. Magill replied they looked at the hotel. The John L. Scott building is Leed gold certified. You get credits for different components. We determined that we could not build the hotel according to Leed standards for several reasons. It was a Hilton product and they have specific standards and each deviation requires their permission. One of the Leed requirements is that you get materials within a certain mileage of the site, and the hotel was so large, we had to go further for steel fabricators.

KIEBURTZ asked when they did the John L Scott building, what was the reason for doing the pervious parking lot and the white non-reflective roof? Magill replied they were going for Leed with the building so we were looking for innovation checklist. As an owner, you have to vacuum the parking lot a few times a year and you can never sand the road when it snows.

BEARD replied there have been a lot of parking lots that have failed with that system. Magill replied Leed delivers the building and that's one impact, but the biggest impact later on is how the occupants use the building and as a landlord there is limited control. KIEBURTZ replied he's not comfortable with Leed certification. As a developer, can you help us with language? Magill replied that specific language is difficult – but she is incentivized to produce buildings that reduce energy and materials that do not wear out quickly. Rowley is more inclined to build Leed because they are going to own the product for a long time and will see the results and benefits of the performance and it is part of their brand.

LEIGH asked about the Fire Station. *Niven* replied it is Leed Platinum.

KIEBURTZ asked about leaving the uncertain language in, but taking out the Leed certification and put in some language talking about sustainability. This part should be reviewed during the evaluation period.

Sloman added sustainability is discretionary and subjective. One of the downsides of Leed is that you don't know until you're done if you are going to get it. We need to stick to the tool we have until a better one comes along.

Niven discussed how the document reads pertaining to Leed Silver. We are not asking them to guarantee it. Leed Silver should represent above the green benchmark; it's not just the minimum green certification. He continued the important thing is you are doing what it takes to be certified. That is the intent; including those things in the project. MILLIGAN added it doesn't say how many elements are required to be Leed certified. The ambiguity is what will qualify as Leed, or if left, it is just a guideline. *Niven* replied you basically include all the ingredients to be certified but you're not guaranteeing that you have to be certified.

WALKER replied one is reading leaning toward the certification; another is interpreting elements and materials. It's the sentence structure. LEIGH added if it's changed to Gold Certification that would show that you are trying to attain a certain level. BEARD doesn't think you can have individual materials that can be certified Leed.

WALKER replied the intent is that we are trying to do the right thing. The wording demonstrating efficiency, water conservation, etc. He prefers to see something stronger such as strive for the highest level of energy efficiency and that it comes down to language and intent.

Niven added the building includes elements and materials to attain the goal to be certified Leed silver or measure striving for a high level of energy efficiency, water conservation, recycled materials, and local materials, locally produced.

WALKER - Does anyone in the building department have a Leed certification? *Niven* replied yes. WALKER added that it can be cleaned up a little bit.

Going back to building heights, WALKER asked if they are comfortable with where we have landed. PRESTON asked if there is a process they have to go through for the additional two stories? *Niven* replied yes. PRESTON replied that that is kind of a check. They can show what they are doing to justify the other two stories.

Referring to the 50% criteria, MILLIGAN asked if that is any housing and how does affordable housing play into this part? *Niven* replied because it does not state; it could be either market or work force housing and either one could satisfy that criteria for housing. A portion of the housing within the project needs to be workforce housing in the housing appendix, and the square footage includes "area".

MILLIGAN felt the conversation on building heights has been productive because there have been changes. She wants to recognize the improvements that have been made. She still feels that 85 foot buildings with trade-offs going up to 125 is more compatible with the scale of Issaquah. In the Central Issaquah Plan and the Citizen Advisory Group there was a lot of discussion between the benefits you could have if you went with high rise building you wouldn't have big fat buildings taking up space. There isn't anything preventing having one tall building next to another tall building. KIEBURTZ added there has to be another mid-rise in the area and he had a problem with that as well.

Niven replied the likelihood is pretty good that they are not going to build a 12-story building. After speaking with others the worry was they would build one tall building and they would be done for ten to twenty years. No one wanted that singular large building by itself. The mid-rise solves some concerns in that regard. There are some design guidelines about separating buildings to keep views. This could be addressed at a check in period. They only get so much square footage that could end up in taller buildings, shorter buildings and open space because they have used up their square footage.

MILLIGAN added if she knew how the 4.4M sq ft was going to be amassed; it would give a better idea as to how they will be using that entitlement. The other trade off that serves the objectives is the open space. She is glad there has been movement.

KIEBURTZ questioned the sensibility of how the Rowley's would make a choice between an eight or twelve building with parking.

Magill replied is a very likely scenario that they would build incrementally. If a four story was built now (6 stories) an initial building or two would be built with surface parking. With the square footage that has been allocated, it's how you build it on the site. It doesn't change with how high the buildings are. If you want to have retail on walking customers, there has to be a certain density.

WALKER added that good intentions are one thing, but the market can change and that will change their decision. We shouldn't base our decisions on chances. KIEBURTZ replied that gives a better perspective. The Issaquah plan encourages getting rid of some of that surface parking, and what can we do toward that issue.

WALKER replied we don't want to leave thinking this is something they are going to do, then circumstances change and all of sudden it changes. Yet all they are doing is making a business decision.

MILLIGAN emphasizes the point of the space between the two buildings. The design guidelines have not been posted, but they are not as firm a structure to ensure a certain outcome. If separation is important, there needs to be some language in the height of the building attached for more definition for the developer.

HORTON is comfortable with twelve stories, but having a hard time picturing them in the Rowley Center as opposed to the Crossing. If they and the City are looking into large corporations with many employees, they need to look at more stories to entice those corporations, but they will be blocking views. He is more inclined to see them in the Rowley Center as opposed to the Crossing. If they are in the Hyla Crossing, they should be more along I-90 because then they would not be blocking the view or mountains and it could add a sound barrier to the traffic.

OLSON added his biggest anxiety is the height of the buildings; there has to be a medium and this is that medium.

WALKER replied we are generally okay with where we have landed on the ten to twelve with MILLIGAN's preference to go a little lower, but generally okay with it as long as these other things are considered and those are the horizontal separation. WALKER's point of view is whether or not it's eight, ten, or twelve – it's a big building and he believes views are important when you are in the building. There is some benefit to having a tall building because you add views.

BEARD asked if there are any impacts to our emergency services with building heights up to twelve stories. Will Issaquah need to go buy a ladder truck now? *Niven* replied no, if there is a fire, the floors will cordon themselves off and Fire fights it from the ground.

OPEN SPACE

MILLIGAN wanted to know more about how open spaces can be encouraged; the chain of parks that we want and the natural feeling that Issaquah could have. She does not see how that is encouraged in the two properties. Referring to the standards in the One Planet that talk about land use and wildlife, she would like to see more on how the water features will be used within the environment.

BEARD asked if there is an important distinction between open spaces and natural spaces as opposed to impervious spaces. He enjoys the space between Costco and the book store. What are we going to do here and added there is a value of having it defined better.

Niven replied that last week there were many photos of plazas and a comment about green that was in one of the photos. On the Hyla side there is the natural edge of Tibbetts Creek, but you also have Tibbetts meadow adjacent, and possibly what MILLIGAN is wanting an element within the neighborhoods. There is a half acre of community space in that neighborhood. The little orchard is a quarter acre. The way it's described is that it has to have landscaping incorporated into it so it could be hard space, it could include a water feature, but it has to have some planters of some sort. There is an expectation there is some gathering space within the neighborhoods, but the one in Rowley may be more of hard scape.

Sloman said the images that tended to not have green were not good. We weren't hearing that in the photos that were shown of the Urban Design Guidelines. It was an intentional selection of images that had green in every image. That's different than open space; one is a character piece and one is a user piece. What kinds of places are there to go outside of the office or residence? Then there are community spaces trying to capture the user piece, the required and user spaces for activities.

MILLIGAN appreciated the patience in refining the green space. When you are increasing density, and increasing building heights, you're increasing the demand of the ground level for various things. The photos showed the correct objectives. How can we document that so there is a definition that carries forward that intention?

WALKER thought there should be an independent document saying what it needs to say. He does not

get the impression that the buildings will be void of green spaces.

BEARD added it's a five minute walk from Tibbetts and maybe access can be increased.

MILLIGAN added that this infiltrates many levels of the development agreement. With further review, help define this giving some surety between the parties about what is expected, rather than it should look kind of green.

Niven asked if she was asking for green space or open space. There were not a lot of green spaces in the photos and the Commission approved of the photos. Green space is grass or its native creeks, wetlands, forests. If it's usable open space such as community gathering space, there are design guidelines. We have taken the approach of leaving a lot of that up to them, focusing on the two larger open spaces. Do you want more grass space and a different approach? They are not going to have a big field in Rowley Center. MILLIGAN replied there is a yearning for the natural and she is looking for that in the landscaping guidelines.

Niven – Does not agree there is a complaint of the paving of Issaquah. He thinks there is a complaint of the dedication of land for parking of automobiles. A paved plaza space can be wonderful and an amenity that can be cherished.

WALKER referred to Ashland Park; the green is the beautiful part of it, but the area around the water and play area that are actually used. You want something aesthetically pleasing – but used. The balance is important. If you look at either one of the two neighborhoods and you are looking at gray and brown and whatever then we've failed. If you see green, and trees, and natural spaces you can go and sit, read or walk, then we are on our way to success. It needs to be defined and is defined in a few different ways in this process. It's the intent and implementation that is important.

Sloman replied there is not a percentage that can be identified. If a plaza has "X" percentage then it would feel good – and if it had "X" minus 2 it would feel bad. That's why we have put so many pictures in forth. We have found is that as a performance standard gives us more flexibility to negotiate to a good solution. She keeps coming back to the pictures hoping they have done an adequate job of capturing the vision - that being a better tool than a number.

Niven referred to the open space around the YWCA project. There are a number of things to do, none of which are green. That would be open space without being green; different neighborhoods appeal to different people.

HORTON was comfortable with what the Rowley's are proposing. Guidelines could take up another 200 pages. We have no idea what building is going where as well as the landscaping to go with it.

OLSON thought the pictures shown were the intent and they would be the guidelines until things were written down later.

CRITICAL AREAS

Niven showed a map of the Critical areas, primarily wetlands and Tibbetts Creek. There are wetlands associated with SR 900 and along the I-90 corridor. There has been conversation as to how to deal with the critical areas and recognizing the current situation doesn't meet existing code in terms of 100 foot buffers along the creek. The middle piece is an area that the Rowley's have improved with creek enhancements and buffer plantings. The middle section should stay as is.

The northern piece, previously discussed it would be nice to have the creek re-located to off site of the property to gain the 100 foot buffer. It has now become a requirement written into the agreement as well as an additional enhancement at the north end. In the southern area would be improving the flood capacity.

WALKER asked if the property owners have agreed to the creek re-location onto their property.

Niven replied they have not agreed to it, but there will need to be some negotiations, adding there are

potential benefits for getting rid of the property. The idea is to explore every avenue to try to acquire that property. We think it's in the best interest of the creek.

PRESTON asked what would happen if that property became the banks. *Niven* replied bank is likely easier to negotiate with and we have been in communication with the bank. PRESTON asked if there a chance it can be made as an open space. *Niven* answered it can be owned by the City at the end of the day. There could be a huge benefit by both a habitat and landscape diversity perspective.

BEARD stated he's not ethically on board with forcing a property owner to give up their private property.

Niven replied there is still a sewer line under 19th; by moving it to the west, it's a better spot for it. It's part of the Tibbetts Greenway Plan. This implements another piece of that plan.

WALKER agreed with BEARD. KIEBURTZ asked whether it makes a difference if it's wetlands. BEARD added it's a constitutional issue of property rights. WALKER added that we can't make a decision on something we don't have access to or ownership of, it's an assumption.

MILLIGAN echoed the concerns stipulating an item in the development agreement that has only a speculative approach without a backup plan.

KIEBURTZ added that its wetlands or can't be used by anybody. MILLIGAN asked if there are other discussions about SR 900 and critical areas. *Niven* answered the development agreement does not suggest getting rid of or altering the wetlands.

MILLIGAN referring to building for Tibbetts Meadows, asked if there is question of respecting the buffers of the critical areas. *Niven* replied the community building envisioned for Tibbetts Meadows (Appendix D) would not be in a buffer or building set back area.

KIEBURTZ noted there is some discomfort on moving the creek and asked what is being suggesting now. *Niven* replied this is clearly a property rights issue. I don't think any of us are saying we are going to go out and declare imminent domain on this property and take it by force. I think what we're saying is that we are going to look for a positive way to work out an agreement with the third party and maybe that language needs to be incorporated into this. If that fails and they don't want to donate it or we can't work out a solution, then we would need to work out what the alternatives would be. Maybe it's improvements on the North fork or Issaquah Creek. They have agreed to put this in as a requirement. If they can't do it, then we go back to the drawing board to find other improvements and would negotiate at that time. We heard from community members that the existing buffer at the north end of the creek was not okay. This is a way to take a stretch of Tibbetts Creek and implement it the way it was expected on the Greenway Plan.

KIEBURTZ wanted on record that he is for making the improvements, but absolutely against imminent domain. HORTON said he understands this is between the Rowleys, the City, the bank and the owners of the property, but was not sure the Commission should be placed in the position to say yes or no.

WALKER didn't think we are being asked to make a decision on this. He wanted to know if it cannot happen the way it is noted, what that means for that piece of the property and how do things change if it can't be moved.

Niven referred back to a previous conversation when this was a possibility. His recollection is the Commission bought into it, which means that the 10 feet between the creek and the road would be re-vegetated and they would have a commitment to do that anyway but it is 10 feet. The road isn't moving, the creek isn't moving. Ten feet is what you have and it's going to go from grass to maybe something that's at least more of diversified vegetation.

WALKER replied he's not making an opinion one way or the other. He just wants to be very clear that that is what the Commission is signing up for essentially. If the relocation does not happen, this is where we end up.

Kristi Tripple replied Rowley's came to you with a proposal about what we could do and this was an off-

site improvement that we did not have control over it. There was Plan A and Plan B. The message we got back was we want both. The language in the worksheet reflects the communication we heard back from UVDC. If it doesn't come to fruition, then ultimately re-vegetating is what would transpire. We are looking at on the Hyla site, in addition to the 2.5 acres that have been created of new wetland there would be an additional 1.4 acres created.

LEIGH asked to keep in mind that something has changed significantly in this one piece over the last several months. MILLIGAN asked to clarify either the creek gets moved into the adjoining property or 19th is moved and the space there is re-vegetated/

Tripple replied that was the original proposal. What you will see reflected in Appendix J reflects A and B. Removal of a small amount of impervious on the east side of the creek and re-vegetating and if we're able to work with the property owners to complete that portion of their sight. 19th will still remain.

MILLIGAN noted 19th remains; however the space to the east of the creek will be enhanced. MILLIGAN asked to clarify the language where it says building intrusion – it appears that there is an intrusion.

Niven answered that's not the same building as the Tibbetts Meadow building. That building will not be in the creek, the buffer, or the building setback area. What the Rowley's have asked for is down by the gravel area next to the creek; they are going to improve the south area and bring about a 100 foot buffer average. Between Mall and Mall South, they have asked for the (page 13, building intrusion, section 7B 1D) the 100 foot averaged buffer to go down to 25 feet with a maximum 200 lineal feet. The Rowley's have envisioned purchasing a building within the creek buffer.

MILLIGAN asked why you would do that if you have the reason for buffers, why would you make a change in this circumstance. *Niven* answered why would the City approve that? The buffer right now is zero. He could look at as encroaching a building to within 25 feet of the creek edge, or look at it as adding 25 feet to what is currently a zero buffer. We're dealing with an area that will be planned and improved in different ways. In order for the Rowley's to add amenities for their neighborhood they are asking for the encroachment. The City is entertaining this idea and possibly talking about a re-constituted buffer to start with and there may be an ability to put that building in there as well as giving them an amenity.

WALKER added if someone has decided 100 feet is the right number, but in this case 25 is okay – is there a huge difference between 25 feet and 100 feet in terms of the impact? You would think there would be. What is the real impact? *Niven* replied it would critical area study. They have to hire a wetland biologist specialist to say that by putting this building within 25 feet of the creek edge it is not going to cause an adverse impact on the creek and our wetland biologist would review that study and we'd need to come to agreement so they could do that so they don't get to encroach by right.

PEDESTRIAN CROSSING

Niven began with what at we have in the agreement right now is in Appendix A – the goals section. There needs to be some conversations regarding SR900 and the Crossing.

OLSON said he strongly recommends that the Council looks at this for a resolution. He does not expect the developer to build a bridge; it needs to be a collaborative effort.

Sloman replied we've spent a lot of time in the citizen's advisory group. It was recognized that it wasn't in the Rowley's property and not in the City's control. This is vital, but didn't want to saddle the agreement with something the Rowley's couldn't control, but there was an expectation there needed to be a partnership for it to be successful.

BEARD had major concern regarding traffic on SR900; adding traffic calming may make a lot of people's lives much worse.

LEIGH stated there are two issues of which one is traffic and the other is connection between Hyla and Rowley. They are separate with different uses.

WALKER replied if you have one for retail and another for office, you may need to make sure people aren't getting in their cars from work to get over to the other side.

KIEBURTZ added this is a huge part of shaping the new Issaquah and agrees the crossing is not necessarily the Rowley's responsibility.

WALKER recalled Highlands Drive by the Hospital adding we ended up with a crossing he has been pushing for years. It needs to happen so people can cross safely.

PUBLIC COMMENT

David Kappler – 255 SE Andrews Street, Issaquah

The EIS is in the draft stage. The Trails Club has had significant comments that have not been addressed but will be addressed in the final. Regarding the previous 30 year agreement allowed. 30 years ago in the early 1980's there was a King County/Newcastle Community Plan that allowed for 2-3 times more development on the east side of Cougar mountain and on the west side of Squak than any plan that ever came about. It also would have had storm water standards that would have been so weak compared to what we have now, there would have been huge impact on the Rowley property in terms of storm water and flooding and the amount of traffic onto 900. Their property benefitted more than any other property by not having that agreement being locked in for 30 years. It changed over time and the standards were much stricter and tighter development and much less ground was opened up to roads and impervious surface. 30 years is quite a gamble unless it has very definite ways to identify problems and correct them.

With regard to the property involved with the moving of the creek, Hyla Crossing is not the western boundary of the Central Issaquah Plan. How is that property going to connect with the rest of the city in terms of vehicle transportation, trails and bicycles? It needs to be part of this discussion. We have to think about how Hyla property works to the west. The property owners have an interest in keeping open space. The backup is the Hyla Crossing agreement, not some 10 feet of improved side of the creek. The parcels need to interface.

He would like to see the last two stories have to be earned with more than just a greener building. He believes we need to look more at transfer development rights as one of the strategies.

Connie Marsh 1175 NW Gilman Blvd., B-11

The biggest reason not to have 30 years is because this development agreement uses current rules. We are now saying "what were we thinking" about the rules that were made 30 years ago and we may be saying the same thing 30 years from now. If there are timely evaluation processes included that would be okay.

Goals – sound like we are bringing nature in. We are going to have pedestrians and bicycles, and we are not going to use our cars, we're protecting nature. The actual language in the agreement doesn't seem to meet the goals. There doesn't seem to be a nexus to ensure you are getting to the goals.

Roads – The Highland development was promised many traffic items that were completed and Talus negotiated for the widened SR900. The developer shouldn't be responsible for WSDOT.

Critical areas – Sammamish Club owns part of the land; they bought it for more open space. The Rowley development side is reducing the open space from 10 acres to 1? Details for the critical areas, a 100 foot buffer generally can mean not counting the exceptions. A development agreement is supposed to follow current code. We can buffer average and reduce the buffer but you can't do them both at the same time. There is no such thing as a critical area setback reduction and no such thing as taking your critical area buffer and just taking it away entirely and moving it across town. There are no minimums, there's nothing saying you can't do all three at the same time in the language. There have been some interesting buffer reductions promoted by the developer and approved by the City. If we can't move the creek, we need to create a situation where the creek can thrive and it needs to be negotiated in advance. We are ignoring

the wetland critical area of 100 feet that threads through the Rowley Center by Burger King. It should also be increased. Yes we have to change, but what are we willing to lose?

End of public comment.

KIEBURTZ wanted to make note of the things that we didn't have access to when making recommendations such as the EIS mitigation. WALKER said regarding the EIS design guidelines and pedestrian access, we did not have enough information to provide a full opinion.

MILLIGAN responded to Connie's discussion about changes for traffic to accommodate more traffic in regards to SR 900. Lucy had pointed out earlier in the group we dreamed of having a divided highway so there could be an enhancement.

Niven replied there is a goal to partner with WSDOT and continuing the dialog. MILLIGAN has seen illustrations of how transportation circulations would be changed to accommodate the traffic in these areas and was hoping to show those images to see what Connie was trying to describe.

Niven said the Rowley's were forced, as part of their traffic concurrency and SEPA mitigations, to look at sixty-nine intersections in town. Of those they had to look at which one of them would go down in concurrency level and there are a handful of traffic improvements that are going to be necessitated as part of their project. He referred to a slide showing the Master Transportation Financing Agreement. These points will all be discussed at the Council noting the Transportation Committee meeting is the third Thursday and the package is available.

MILLIGAN referring to Connie's discussion added that perhaps there is an inconsistency in the plans with the other desire to have a pedestrian interaction between the properties to the east and the west of 900.

Niven said there may be an inconsistency in continuing to improve our streets by making them wider to be able to move more regional traffic through the City and to make them friendlier to cross as pedestrians. He's not sure you can have both and that was possibly the exercise that the Advisory Group figured out. There are some issues and that is a policy issue. We are at the point for the Council to talk about SR900. This is a harder traffic decision to make because there are contrary priorities.

WALKER said Hyla and Rowley are generally existing properties and there will be some problems. It would be nice to work with WSDOT ahead of time. This is a different project than the Highlands.

Kristi Tripple added they have reached out to WSDOT to have those conversations. The response has been that it has to start with the City in giving them direction. It is important for the Council to share their policy. WALKER said while he thinks it is not solely the responsibility of the developer, if the developer is going to create that kind of impact they will need to be involved.

Niven said the City would like to have the Commissioners make a recommendation at this meeting. It can include different attachments or clarifications or caveats to share your understanding with the Council. He would like this to be moved out of Commission. He drafted a memo to the Council from the Commission and presented this on a slide. There is also room to note information that was not available.

WALKER said the situation is that this gets moved out of Commission tonight with a recommendation. If we don't, we continue and have more meetings.

PRESTON shared about reading an article about what makes a good city. It's a sense of feeling that the citizens get and what it does for the people in the city. She thinks we've gotten bogged down is trying to define the particulates and we could go on with that for days. But we have a good sense about what this agreement represents and recommends we move on. OLSON and HORTON agreed.

MILLIGAN agreed it should move to another body; however, the language suggestion recommending that somebody else approves the agreement as it sits is not anywhere near where its next step should be. The other bodies in their capacities should continue to improve the document.

LEIGH generally agreed to move it forward as well. KIEBURTZ is not entirely comfortable giving approval to the development agreement per se. He would like everything that has been discussed be used as reference for the next body to be able to incorporate into their discussions.

MILLIGAN said would like to give the subsequent bodies the confidence that we have spent a lot of time, discussing things with expertise and care so that they aren't starting all over. The document just needs some further refinement.

WALKER would also like to move it out of Commission and thanked the Commission and public for their time. LEIGH said approving a draft development agreement may be the right wording in the motion. MILLIGAN replied the document continues to change, and we've gotten closer, but we haven't seen the product of what we've discussed in this meeting so when you say to approve, you are approving something you haven't seen. That is why I'm not ready.

OLSON said he would like the language to be fairly strong that he agrees with most of what he has seen and would recommend the development agreement. WALKER said the point we have to make is that we are moving it to the Council saying this is how we feel about it and are generally in support of it, with recommendations for certain changes.

Niven presented draft language to the Commissioners.

WALKER said his position is that he is in support of the project that is being defined by this draft agreement, but there are still issues left undone that we aren't going to be able to weigh in on further. KIEBURTZ said either that or we're confident or supportive of the things we've discussed. WALKER replied it's important that we are supportive of the project in general, and then the draft agreement is what binds that.

Niven wrote the proposed language on a slide for the approval of members. Members added their comments for the language.

PRESTON asked about the Council's timeline. *Niven* said we have two or three committee meetings set up. We've also been meeting with Land and Shore for two years. Council will need to be comfortable before voting on it. They will still be working on the language of the document after this commission's edits. You have seen a portion of the draft that this Commission has purview.

The Commission and *Niven* continued to wordsmith the document they will submit to the Council. *Niven* suggested the Commission move for the chair to sign the document and include Commissioner's letters.

I move that the Urban Village Development Commission met sixteen times between February 2011 and November 2011 to discuss the proposed Rowley project. Those meetings consisted of staff presentations, comments from the public and Commission's discussions of issues surrounding the proposed re-development of the Rowley Center and Hyla Cross neighborhoods. The draft development agreement, although not all Commissioners agreed on all the details discussed, a position from the Commission has emerged, therefore, on 1 November, 2011, the Urban Village Development Commission completed its review of the elements of the Rowley draft development agreement that were provided by Administration. The Commission directed revisions to the draft language as reflected in the Rowley Development Agreement Worksheet. Please also see attached letters from the Commission. The Commission believes the segments discussed are substantially complete and is in support of the project that can be entitled by this proposed agreement.

LEIGH seconded. Motion carried unanimously.

WALKER thanked the Commissioners for all their work as well as administration and the public. Magill extended her thanks for the Commissions time adding the comments were incredibly helpful.

Niven advised there are upcoming Commission meetings. A plat above the hillside south of the pond will be presented in December.

Hearing no further comments, the public comment period was closed at 9:39 p.m.

These minutes are a summary of the Urban Village Development Commission meeting. For more information or clarification, please contact the Major Development Review Team at 425/837-3414

Respectfully Submitted

Sherry Smith

Approved date: _____

CITY OF ISSAQUAH
URBAN VILLAGE DEVELOPMENT COMMISSION
Meeting Minutes

Tuesday, December 6, 2011

Council Chambers

Issaquah, WA

COMMISSIONERS PRESENT:

STAFF PRESENT

OTHERS

Geoffrey Walker, Chairman
Nina Milligan
Karl Leigh
Michael Beard
Stephanie Preston
Scott McKillop
Jim Kieburz
Bill Horton
Eric Olson

Keith Niven en, MDRT Program Mgr.
Lucy Sloman, MDRT Planner
Gaila Gutierrez MDRT Bus. Coord.
Dan Ervin, MDRT Engr Consultant

David Kappler
Connie Marsh
Port Blakely

These meeting minutes are a brief summary of the Urban Village Development Commission meeting. For a complete record of the meeting; a video taping of the meeting is available upon request.

The Meeting was called to order at 7:00 p.m.

WALKER asked members if there should be any changes on any of the meeting minutes submitted to be approved. HORTON does not have any amendments but noted that last week he sent Gaila some minor changes. OLSON corrected the spelling of his last name. MILLIGAN noted the heading on September 28th and on October 26. Those days were Wednesdays, not Tuesdays.

PRESTON said the spelling of Rowley's is not correct on the 28th and the 4th minutes in several places.

WALKER referred to Page 5, paragraph 3 of the 28th – Connie's right about what they're "STATING".

HORTON MOVED that the minutes be approved with the noted corrections. PRESTON seconded. Motion carried unanimously.

Rowley Development Agreement Update

Niven said it's been brought to his attention that there was a procedural issue with the Rowley DA. Per Municipal Code 18 06 120 C3, it indicates we are supposed to wait and gain the recommendation from the Commission after the SEPA compliance is complete. As members deliberated on the issue, the draft EIS was done and the final EIS was not yet out. He apologized. He asked Commissioners if they would like to change their recommendation if there was something learned from the final EIS that has changed their minds/ He would suggest taking Public Comment first before dialoguing.

OPEN FOR PUBLIC COMMENT

Connie Marsh – 1175 NW Gilman Boulevard, Issaquah, WA 98027

She reminded members that the decision should not have been made before the final EIS. Having read the final and draft and the development agreement its unfortunate it happened in this way. Some of the members' concerns were addressed in the EIS by the public comment. She would like that to not happen again.

David Kappler – 255 SE Andrews Street, Issaquah, WA 98027

There were some excellent letters in the final EIS that addressed continuing concerns. His energy will go toward the development agreement being the best it can be. Some of his concerns have been addressed by some of the Council members.

PUBLIC COMMENT CLOSED

Niven began with the recommendation in place that was made a few weeks ago; it can be left as is or you can revisit and tweak the recommendation. He apologized once again for the procedural glitch.

BEARD asked if technical data was changed in the draft and the final EIS. *Niven* was not certain. Kristi Tripple said in the final EIS there were updated information to the analysis and that was captured in the back of the EIS. There's response to public comment based on the analysis and/or additional requests for study and there was additional information on the Group B well. It was thought to be within a thousand feet of the Rowley property and upon additional study it was found not to be the case. There was information to further clarify the creek stream buffers with existing conditions and with proposed redevelopment. A table was added to portray the buffer with the stream relocation and the buffer without the relocation and a map to correspond with that table. There was an additional transportation study done as required by SEPA and additional public comment. The final summary table mitigation was completed by the City. This was included as Appendix S in the Development Agreement.

KIEBURTZ said he would like to see the proposed agreement. He feels like a lot of what they did was to present discussions to the Council. That doesn't change with the additional information. He would have liked to see the mitigations, but it doesn't change what we gave to the Council.

HORTON agreed with KIEBURTZ and didn't feel he's in a position to say one way or another.

PRESTON agreed as well. The statement did say we were comfortable with what was discussed. We should continue with the initial recommendation. LEIGH asked if we could have a report with any significant changes.

WALKER said he doesn't know enough about the differences between the draft and the final. It probably would not have changed his recommendation. It wasn't his responsibility to agree or disagree with the report. The numbers of the square footage and occupied space seem to be different. His assumption is the agreement is what is being presented.

Niven shared information regarding the EIS perspective.

WALKER said some of the EIS information was a little outdated to what was actually forwarded in the development paper. The public comment information and responses were matter of fact and would not have changed his direction.

OLSON said he feels there has been a lot of due diligence and concern in all aspects of the agreement and though the EIS has additional information, the proposal is still valid.

Niven said the worksheet shows the appendices that were looked at. You were not asked to review the EIS as it was not part of your charge. The point that the public is making is that the EIS would have informed you on the development agreement which would have added to the pieces that you did look at, not that you were supposed to provide comment on the EIS.

WALKER said he still stands by his statement that it would not change his decision.

MCKILLOP asked if the intent is to provide summarization of the details from or deviation from what was included or identified in the draft to the final submission.

Niven said he would like to propose to give members the deviation or the edits from the main topics. He would provide a summary of where those topics have gone through the Council discussions.

WALKER said he would like to attend the December 19th meeting and would like for as many

Commissioners to also attend.

Niven said the Council is planning to do something with the Agreement on the 19th. If the Commission would like to do something as a group and modify or change their standing it would need to be before the 19th. The issue at stake is how has the EIS being out affected their position? His summary from the Council has nothing to do with the EIS, but he will supply members with the summary prior to the 19th.

WALKER said he does not want to be in a position to see what the Council has done and debate their decisions. He would like to see what they proposed and then make an opinion. We've given our recommendation and we need to work with the process. OLSON asked if we're looking at resubmitting it.

Niven replied he will let the Council know what Commission members did with this opportunity. We had the procedural issue and Commission members had an opportunity to plant their flag in a different spot. He will let them know if you chose to do that, or stick with your initial decision.

OLSON felt its best assist the Council and forward a recommendation again so they can move on and have our support in what they are doing. WALKER said he's not suggesting we make any changes to our recommendation.

WALKER replied he has no problem resubmitting a statement saying that members looked at this and that we stand by our original proposal, but we would like to see any changes that might have occurred between when we put this in and where we are today with the Council.

Niven said the Commission sent the design guidelines (photos) to the City Council. Council would not approve design guidelines that did not include a summary or words. Lucy and Rowley annotated the photos. Staff summarized the dialogue of the UVDC meetings and the design guidelines are done. Members are welcome to look at those and staff will walk through the guidelines with you. Hopefully, members would agree with the final product in its complete form, adding the polished version is coming out at the end of the week.

HORTON said he's impressed with all the points, but has a suggestion on Section 9. Change the page numbers 1 through 10 to pages 69 through 78. OLSON agreed with HORTON and gave kudos for putting it together in a short time. PRESTON said the wording was very representative of what was discussed.

MILLIGAN added this another indication that we had a rushed process and perhaps a warning signal. She asked about the real life implications of guidelines and if/how they're enforceable. *Niven* replied they are enforceable, and the difference between a guideline and a standard is that standards are black and white, while a design guideline might be less specific. There are a number of different ways to implement something. It's still a clear expectation, but can happen in a number of ways.

WALKER said we can get mired in specific words and dictate standards and specifics which isn't a good thing to do. It's not so much about enforcement as it is about interpretation. OLSON added the guidelines may eliminate any extremes.

MILLIGAN said the guidelines are lengthy and can be burdensome to the development. She recommended to the Council to be specific where it's necessary. She is looking for the things that could be minimized. It's a very large document and makes it difficult for the developer. There are architecture standards, but she has not seen them. *Niven* replied the Commission would not see them.

WALKER said some parts are easier to deal with, but overall it's been put together very well. He would like to revisit it and go through it again, but again it would not change his recommendation.

Niven said he thinks what they decided, whether in writing or verbally, was to decide (based on the FEIS being published) you would not change your recommendation. If the Commission wants to re-open their decision on Appendix B, you're welcome to do that. You can, as a Commission, instigate that. We would need to have that meeting, you would figure out what you want to do and get it to the Council by the 19th.

WALKER said he'd love to have a discussion and go through things one by one and make sure we're on the same page, but he doesn't think it's something that would derail the project. It would be nice to discuss it, but he doesn't believe it would change his recommendation of moving forward with the project.

HORTON said his opinion is to leave it as is as well.

WALKER said he would like it to be a part of the conversation down the road but it doesn't change his opinion. To summarize, we are going to resubmit our recommendation saying that given the new information and we are not changing our opinion.

Niven recommended creating a memo stating they've been made aware that there was a procedural glitch was discussed. We allowed for public comment and the Commission decision not to modify its recommendation. If you'd like to include some language that nobody had time to review the FEIS, you can do that. WALKER liked the recommendation on the memo. Members agreed.

WALKER made comment on meeting minutes where we have public comment and take note of what was said. Is there any sort of verification process from the public that we captured what they've said and whether they agree or disagree.

Niven said we can provide edits to the minutes and members would have to decide whether to agree with that process or not, but they are welcome to do that as part of the public process. Part of this is looking at what we think she said, and if you think they said something different. WALKER said he does read the comments, but just want to make sure there is an opportunity for the public to be able to correct something that might not be what they meant.

ISSAQUAH HIGHLANDS REGENCY CENTERS UPDATE

Irma Dore, Port Blakely Communities – 1011 NE High Street, Issaquah, WA

Irma stated at this time there is no new information to offer so there will not be a presentation.

WALKER asked if they could please come back to the next meeting and provide another update even it's no update. What is being read about in the paper is different than what he is hearing elsewhere. What we'd like is the current status to the project. A lot more has been said in Issaquah Press, than at any of these meetings.

MILLIGAN said it's not helpful to know there aren't any updates and indeed we are reading things in the paper and would like less filtered, straight talk comments. It's not just for the Commission, it's for the public. OLSON said he doesn't understand why there isn't an update.

ISSAQUAH HIGHLANDS AND WSDOT TDR Preliminary Plat Parcels 1 and A

HORTON provided a clarification. Last week after reading the staff report, he realized he needed to take a tour to know about what he was looking at. He contacted *Niven*, and requested a tour of the property. Last Friday we walked the property but we were careful not to discuss any of the information in the staff report so as not to convey any opinions either of us might have regarding the report. I feel it is necessary to inform the Commission and the developer of the activity which took place prior to this meeting.

WALKER asked if he felt this would impact his ability to deliberate on this application. HORTON replied no. WALKER asked if anyone had issue and heard none.

Sloman added that it is important to know that you're not supposed to go out and walk the site unless you are there with staff.

Sloman reviewed the staff report for Parcels 1 and A and showed a slide of Site and Context.

KIEBURTZ asked about Tract F not having access. *Sloman* clarified she was referring to a different Tract F. The City is asking for an easement across Tract D that will get access from both ends.

MCKILLOP asked *Sloman* to clarify point of entry and if there was more than one way in and out of the neighborhood. *Sloman* clarified the point of connection on Falls Drive.

APPLICANT PRESENTATION

Leo Suver, Burnstead - 11980 NE 21st Street, Bellevue, WA

Shared his plans and visions for the site explaining there are 80 single-family lots. 54 are intended for the outer ring/loop and a total of 26 lots for the interior. The product is very important, but layout and use of the site is very important to their customers. He showed the location of an open play area and a significant greenbelt on two sides screening power lines visible to the east. The sidewalk will define property lines. The homes are set back. The lots are wider along the corner to allow articulation of the buildings. Each corner lot has been made wider. On the outer ring approximately half the lots back up to dedicated green belt, the others have views. There will be a combination of basement homes. He showed the proposed overlook and a slide of an architect's rendering of the homes with a more contemporary feel including covered decks, covered porches and outdoor fireplaces as well as large expanses of glass with large overhang elements. He then showed another slide of the inside loop of the homes.

BEARD mentioned concern with traffic and the places for the neighborhood kids. Suver showed that the road is sloping uphill and the play area is down and is not at the same grade.

BEARD asked if there will be an area to park. Suver answered parking is along the entry to the beginning of the loop.

WALKER thanked him for the presentation adding it's a refreshing design. For parking, looking at the upper loop road, is it true that it's a road, parking, then a 15 foot strip, sidewalk, then a home? Suver answered that is correct. The planting strip is planned to go directly against the curb.

WALKER asked if its a 15 foot planting strip. Suver replied here will be a 4 foot strip on the opposite side.

WALKER asked where mailboxes will go. Suver said they don't have a lot of control where mailboxes go, but there are several locations where they can go and they can look to minimize mailbox clusters.

Sloman added one of the conditions is that they talk to the Post Office before they come in with any more permits. One solution is to put it in the outer ring between the curb and the sidewalk another is to use one of the corner passive areas and if the Post Office wanted them in one location, they can sometimes do them behind the sidewalk which creates a more community oriented area and you don't lose parking.

WALKER said he would not like to see 80 in one place. Looking on the north side of the interior lots, he asked if each of the homes has a garage that is accessed from the woonerf. Suver replied yes, there are four total lots.

WALKER asked if all the homes have 2-car garages. Suver replied yes.

OLSON asked if they are one-way streets. *Sloman* replied it is a 2-way with seven feet designated for parallel parking and 18 feet for cars. We've increased the parallel parking and that's the standard.

WALKER added the street he lives on is a one-way with parking on one side and asked if it's legal to park the opposite direction on the roads. How does someone park and avoid turning around in people's driveways? It's a little odd if you have parking on one side and a 2-way street.

Niven remarked if you live in that area, you would know how you should drive in order to park where you want to.

OLSON asked if these roads will be wider than the ones in Talus. Suver replied there is parking on one side of the street in Talus. 54 of the 80 lots will be outer ring lots. They will have driveway parking for at least 2 vehicles on every lot in addition to two spots for the garage. The internal loop is meant for guest

parking. Every alley home will have 2 spots for parking as well.

KIEBURTZ asked if there are any plans for overflow parking.

Niven replied the code says for a normal size house you need to have 2 parking spaces. They will have double the parking spaces as well as on street spaces.

WALKER was concerned about the one sided two-way road. *Sloman* replied they are using an approved street standard.

MILLIGAN thought this plan was nice. Her concern was how the western and northern exposures would look. MCKILLOP added that architecturally the vision looks fantastic. He would like to clarify the intended use of the property below the ridge.

Sloman reviewed slides of site and context. DevCo has completed an administrative site development permit for block 23. The Marriott Hotel is at block 20 which is permitted.

MCKILLOP noted there is a notable rise in elevation to the top of the plat. Looking up, it's pretty barren. *Sloman* replied the slope that goes on the west and north side is a steep slope that had a critical area study and will be re-vegetated. Port Blakely will be providing native plantings and firs. The northern slope has not been re-vegetated and there is a requirement on this plat – overtime the slope will have landscaping.

LEIGH mentioned the different scale there and the distance being viewed adding that low ground cover will be invisible from that distance. *Sloman* said we will recommend based on the comments whether or not they want to edit the language or they recommend leaving it the same.

Sloman went through non-standard conditions and identified the conditions unique to this plat.

PUBLIC COMMENT opened at 9:04.

David Kappler 255 SE Andrews Street, Issaquah, WA

He is excited to see the design. Parcel A is cleared, loaded with non-native thistles, scotch broom, and a butterfly bush. Those seeds will be going down on the steep slope complicating the effort of trying to get that steep slope on the western edge re-vegetated. Being up there a few days ago, it didn't look like the vegetation was doing well. The fir trees at the top of the slope are native and are blowing in seeds and there is a lot of work to go on that western slope down. It's not the applicant's problem, but the invasive seeds on their property are a concern. Tracts C and D, there is a significant amount of steep heavily forested property. There will be potential blow down problems. The Gas Line property extends into the woods and its grown back in 50-60 foot cedars. The potential blow down issues need to be worked on carefully. He specified a corner where there needs to be a potential eight foot easement for a walking trail connecting to WSDOT area. When the bridge comes in there will be more action on the SW corner. The inspectors will have an issue with the two development agreements and all the conditions. It is important that the inspectors really understand all of the different conditions. Mostly try to open it up to have more chances for walking, trail connections for pedestrians. He mentioned the clay under the pond could be an issue. The view of Mt. Baker is amazing. Trails can be improved.

Connie Marsh, 1175 NW Gilman Blvd., B-11

The western edge described a 30 feet setback, lots 11 through 28. She liked the concept of the community space, but not residents' back yards going to a trail and steep slope. Can community space be created on that edge? Are you still intending a 30 foot setback?

WALKER noted the public comment period would stay open until December 20th.

Suver referred to the lots Connie Marsh was speaking of saying they intended to set the homes back farther from the edge so that they are not so close to feel on top of it. It helps visually from below and above. The goal is not to look at roof tops. It's a goal, not a requirement to extend those yards out.

End of public comments.

WALKER asked if that space can be used for something else rather than property. Suver replied they have not given that any consideration.

LEIGH seconding what Mr. Kappler spoke of on the SE corner in using that trail as an easement. Years from now you can imagine a more connected trail network; it seems that corner is isolated. He strongly agrees with that comment.

MILLIGAN referred to steep slopes on the North and the west sides. *Sloman* replied the critical area study has been performed, which allows reducing the buffer to ten feet and then there's a 15 foot building setback. That would be 25 feet away from the top of the slope. There needs to be a correction on the top of page 3. She noted the IHCA doesn't give approval, but they accept the dedication. The City has to get a letter from them that says they will accept that dedication. If they say they will not accept it, they will have to work something else out.

MILLIGAN asked if Tract A, the slope, would be one of the things transferred to the IHCA. *Sloman* replied that is being proposed. All the tracts, except the little woonerf are shown as going public and to the IHCA, and they've indicated they want it to be public.

WALKER asked about the Park and 9th Avenue light and the turning lanes. *Niven* replied we have a plan if the vacation goes through; if it doesn't we'll have to talk about whose responsibility is to take care of that work. LEIGH asked if it's not the signal head, can something be done with the sign. WALKER added it's the sign that is unclear and people get confused. *Niven* agreed to look into it and see if there is an opportunity to do that in the short-term.

MILLIGAN referring to the signal at Park and 15th; it was discussed the light would be installed when the extension was installed and asked about schedule. *Niven* replied his understanding is that some traffic control needed to be installed because there is a lag time on getting the traffic signal parts. Port Blakely is responsible and can report on that next time. There can be 4-way stops that can be installed in the interim.

NEW BUSINESS

Niven said the Council approved the Commission to work on another development agreement. The owner is Lakeside Quarry, about 80 acres, and it will be started next year.

Niven read the proposed memo to City Council

The UVDC were made aware that there was a procedural inconsistency in relating to the UVDC recommendation on the Rowley Draft Development Agreement pursuant to IMC 18.06.120.C.3 the Commission review should have followed SEPA compliance. On 6 December 2011, the Commission discussed this procedural issue and decided to not change the recommendation to the City Council. Although no changes were recommended, the Commission generally agreed the review of the draft Development Agreement would have been more complete if it had occurred following completion of the EIS as indicated in this City Code.

The next meeting is December 20, 2011.

The meeting adjourned at 9:24.

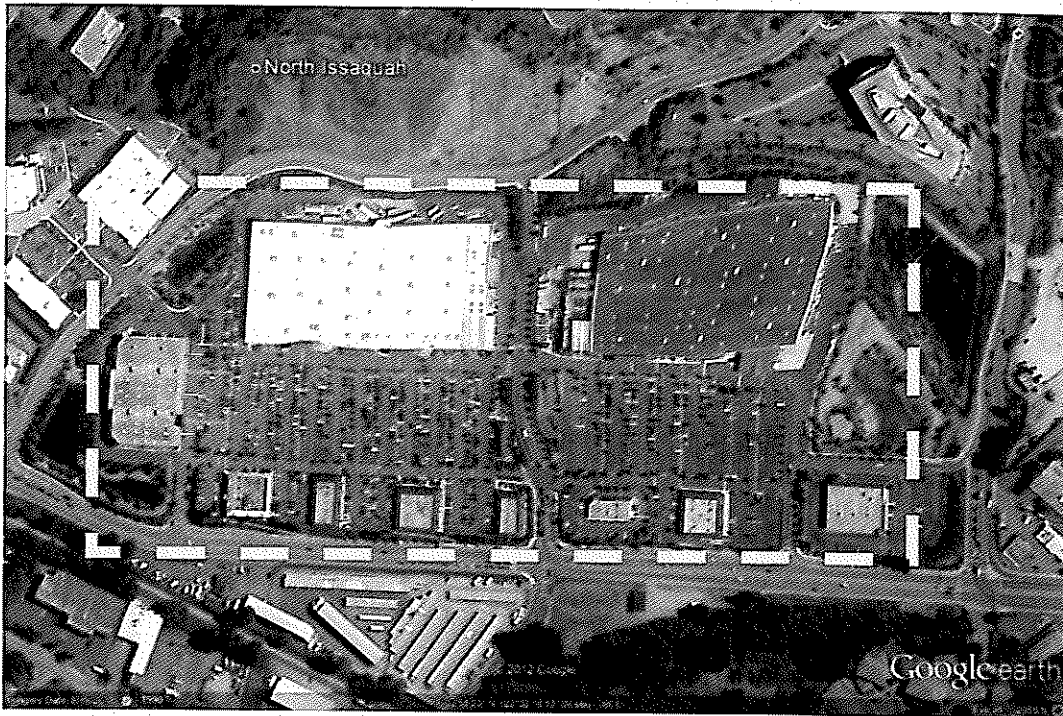
These minutes are a summary of the Urban Village Development Commission meeting. For more information or clarification, please contact the Major Development Review Team at 425/837-3414

Respectfully Submitted

Sherry Smith

Approved date: _____

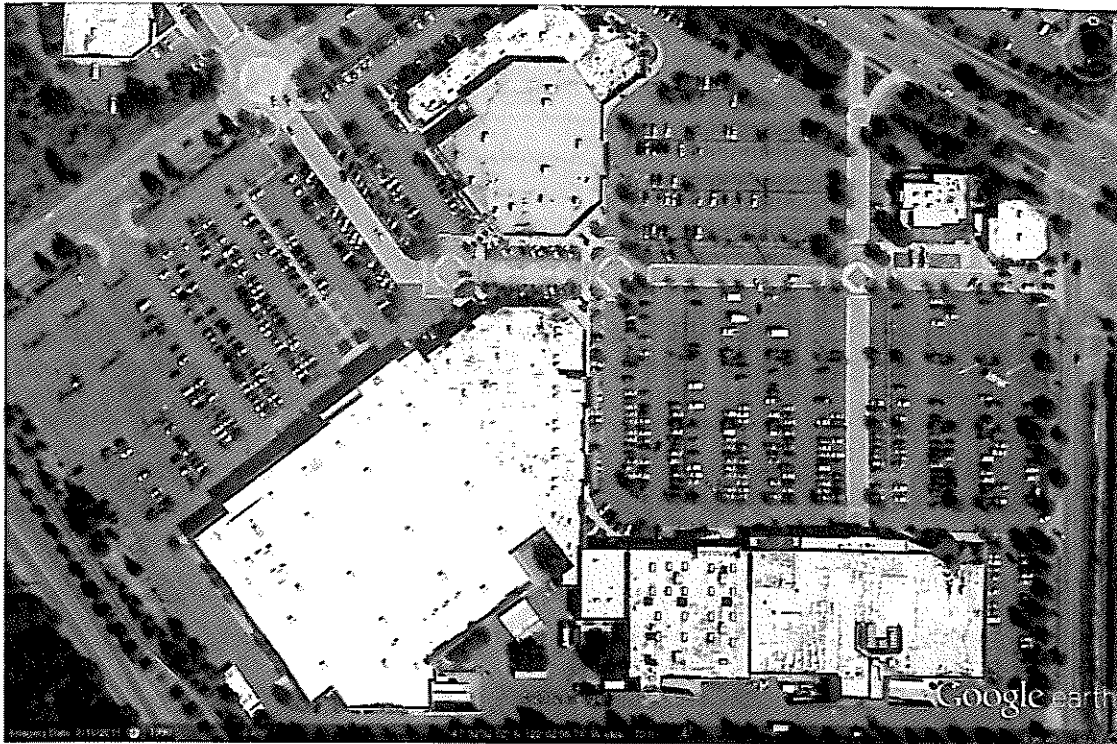
Images of Issaquah Retail (images are at different scales to fit the page)



East Lake Sammamish Shopping Center – approx. 380,000 sf.



Front St Market Center – approx. 35,000 sf



Commons – Target (approx. 115,200 sf) & Other Buildings (approx. 250,000 sf)



Pickering – Lowes (approx. 135,000 sf) & Other (Michaels, PCC, Big 5, Tullys, etc.) (approx. 135,000 sf)

**CITY OF ISSAQUAH
MAJOR DEVELOPMENT REVIEW TEAM
ISSAQUAH HIGHLANDS PRELIMINARY PLAT
DEVELOPMENT AREA 1
STAFF REPORT**

February 28, 2012

Project: Issaquah Highlands Preliminary Plat
Division 95
PP12-00001

Property Owner and Applicant:
Kevin O'Brien
Division 95 LLC
15 Lake Bellevue Drive, Suite 102
Bellevue, WA 98004

Engineer: David Cayton, PE
Core Design, Inc.
14711 NE 29th Place, Ste 101
Bellevue, WA 98007

Staff Contact: Lucy Sloman, MDRT Planning Consultant
Major Development Review Team, (425)-837-3433

Request: Application for approval of a preliminary plat for Division 95 of Issaquah Highlands, to subdivide 3.54 acres into 38 residential lots and 4 tracts for open space, pedestrian and vehicular access, a trail, and utilities.

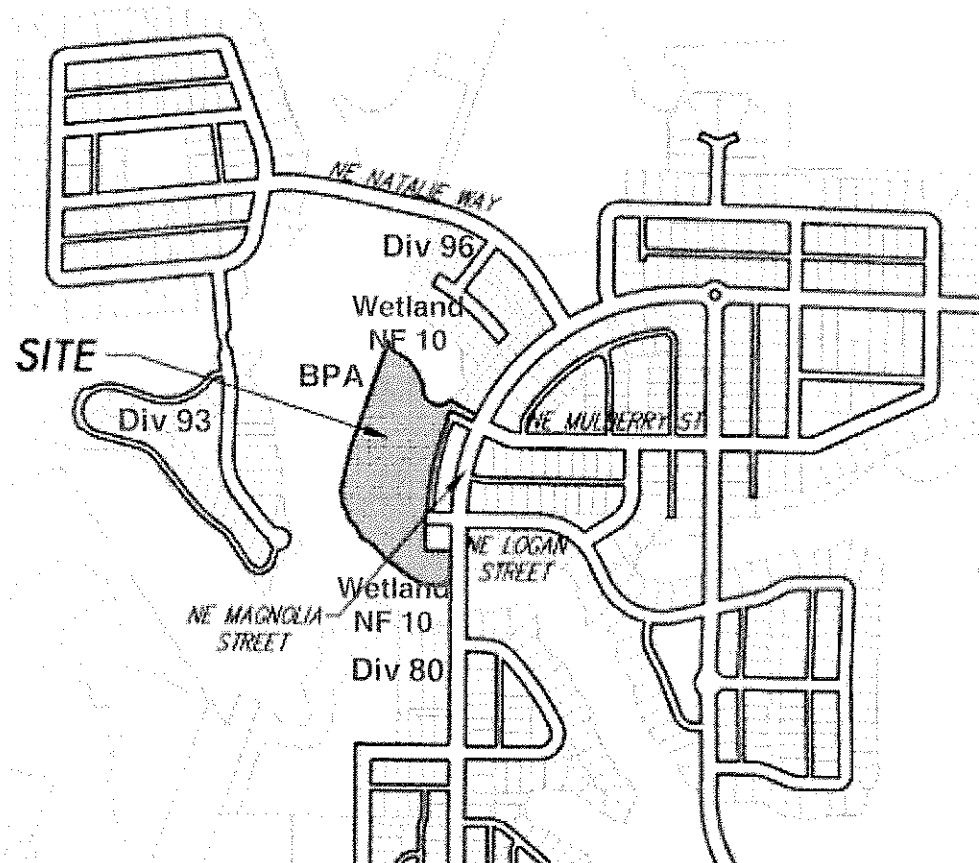
Location: Property in northeastern quarter of Section 23, Township 24 North, Range 6 East. The site is located east of the BPA and west of NE Magnolia Street at the intersection of NE Logan Street. See **Attachment F**. A full legal description is provided with the application.

Existing Land Use: The site has been cleared but not developed.

Surrounding Land Uses:

South: NF 10 Wetland and Division 80 (constructed with single family homes)
East: Habitat for Humanity homes and Leo House, separated by an alley
North: NF 10 Wetland and Division 96 (constructed with townhomes)
West: BPA power corridor, Division 93 (constructed with townhomes)

Comprehensive Plan: Urban Village



Summary of Proposed Action

The applicant is requesting preliminary plat approval for Division 95 of the Issaquah Highlands Urban Village, which is in Development Area 1.

The total acreage of the plat application is approximately 3.54 acres. There will be a total of 38 residential lots and 4 tracts for open space, pedestrian access, trails, and utilities. See Sheet P03 and P04 of the preliminary plat. All tracts are proposed to be owned by the IHCA, except for Tract D which is a small sliver of land that the applicant proposes be owned by the City. The IHCA must give approval prior to dedicating these facilities. This will be confirmed with the Final Plat. The woonerf has been designed so that it could be dedicated to the City as public way. The City will determine whether it will own Tract D with the design of the woonerf; see Appendix H for more discussion. **[Condition 1]** The applicant has not proposed to build the property in phases. If however this property is developed in phases, it is necessary to ensure that sufficient services and facilities for functionality, safety, etc... are provided on each property or for each phase. These might include parking, utilities, access for pedestrians and vehicles as well as ensuring that the site is stable and invasive plants will not get established. **[Condition 2]**

Background/History

The following provides background/historical information relevant to this application:

- The property included in this plat was evaluated in the Grand Ridge EIS.
- This property was originally part of larger tract, Tract EE, predating the Development Agreement.
- PP00-001IH platted the area east of the BPA and south of this division. However since Tract EE extended into the platting area to the south, a portion of it was removed and became Division 80.
- PP02-003IH platted the area known as North Park, which covers all of Issaquah Highlands north of Logan Street and Division 34. The land that would become Division 95 was included in this plat, but was shown as open space and not developable area. There are several conditions from the North Park plat that are applicable to this plat for Division 95. See **Attachment B** for a condition by condition assessment.

In summary:

- The following PP02-003IH Approval Conditions apply to this plat: Conditions #10, 11, 18, 19, 33, 43, 54. [**Condition 3**]
- The following PP02-003IH Approval Conditions have been modified by subsequent actions or are proposed to be modified by this plat and are discussed in the relevant portions of this Staff Report; see **Attachment B** to identify which sections those are: Conditions #29, 36, 37, 46, 49a.
- FP02-004IH was a final plat for Division 90 and the external boundaries of other divisions and tracts, including Tract FJ which encompassed what would become Division 95.
- Subsequent to FP02-004IH, a short plat was submitted and approved, SP03-004IH, which subdivided Tract FJ and established Division 95. This was prior to actions that segregated Habitat for Humanity and Leo House properties from the property currently being platted.
- Then a series of Lot Line Adjustments were submitted as well as right-of-way dedications which established the portion of Division 95 now being platted:
 - LLA05-007IH adjusted lot lines in Divisions 93 and 95 thereby creating a new lot within what would become Division 95. On a macro level, this created the property that is being platted.
 - LLA06-001IH adjusted the southernmost portion of the western boundary of Division 95 slightly, to exclude part of the BPA access road.
 - LLA09-004IH adjusted property lines for the parcels along NE Magnolia Street following the dedication of the alley (20080924000914) behind and separating Habitat from Humanity and Leo House properties. This increased the portion of Division 95 adjacent to the alley.
 - LLA10-003IH reduced the property to the size needed for Leo House and placed property adjacent to Magnolia Street into the property currently being platted. Also between this and the previous lot line adjustment, additional right-of-way was dedicated to provide a full road section for Leo House (20100812000286).
- Action Memo 03-16-09 (MJM) (see **Attachment A**) clarified the development standards for Division 95, since this property hadn't been shown originally as Development Area. However, the flexibility built into the Development Agreement allows the developable land and the required open space to be shifted. Port Blakely Communities established that sufficient open space had been identified and set aside to meet the Development Agreement and the Three-Party Agreement's requirements.

Public Notice

A Notice of Application was distributed on February 8, 2012 and the property was posted on February 15, 2012. An Urban Village Development Commission (UVDC) workshop is scheduled for March 6, 2012 and a Public Hearing on the proposal is scheduled for March 20, 2012. Several public comments were received and are summarized below; see **Attachment F** for full copies of comments received. Notice of the UVDC public hearing will occur in accordance with the requirements of Appendix L (Processing).

Summary of Public Comments with response in italics following:

- Port Blakely Communities has converted commercial area to residential uses. Dense residential development has occurred in place of commercial uses.

Construction at Issaquah Highlands is regulated by a Development Agreement. That agreement allows a broad range of uses throughout the community, including commercial and residential uses on all properties. The uses and densities that have been built as well as the locations of those uses were always allowed by the agreement.

More specifically, the Development Agreement, approved in 1996, allows for 3,250 residential units to be constructed. As part of that agreement, the Master Developer (Port Blakely Communities) was allowed a conversion of a limited amount of commercial entitlement to residential, resulting in a maximum residential entitlement of 3,950 units.

In 2010, the City and Port Blakely executed a subsequent agreement to transfer development rights from 144 acres to allow that land to remain in permanent forested condition and added 500 housing units to Port Blakely Communities' entitlement.
- Grand Ridge Elementary is unable to accommodate its entire student population, resulting in students being bused and boundaries being redrawn. There are no plans for new school space. New homes shouldn't be built if there isn't school space for them.

The Issaquah School District is a separate entity from the City of Issaquah. Student projections and school construction are controlled by the School District. Additional classrooms could be constructed at Grand Ridge Elementary if the School District chose to do so.
- Traffic is already difficult and additional dense development will only make it worse.

All roads within Issaquah Highlands have been constructed with traffic models, road standards, and the Development Agreement. There is a back-up on Park Drive caused by Grand Ridge Elementary in the morning and afternoon. The opening of College Drive and the extension of 15th Ave is expected to improve traffic conditions.
- It appears that four of the proposed lots would encroach into the existing greenbelt.

The existing wetlands and streams located north and south of Division 95 are protected. Development is not proposed to encroach into the critical areas or their buffers.
- Development is different than what we were told when we purchased our home.

Port Blakely Communities and the builders who construct various projects market their properties themselves. The City does not review the materials they use to describe the community. The range and density of development that has been constructed is consistent with the adopted Development Agreement, though it may be different than Port Blakely Communities or the builders described them in their marketing materials.

- This project should be rejected and Port Blakely should be stopped from allowing more residential development.

A Development Agreement is a legal contract between the City and a Master Developer that guides property development. As long as the Master Developer, or a property owner who has purchased property, is proposing a project consistent with the Development Agreement, the City may not deny the request.

Basis for Review and Approval

RCW

According to State law, to be approved, the proposed plat must comply with the requirements of IMC Chapter 18.13 (Subdivisions), and make appropriate provisions, as specified in RCW 58.17, that the public interest will be served by the subdivision and dedication; and that provisions have been made for, but not limited to, the public health, safety, and general welfare; for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds; and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.

Issaquah Highlands Development Agreement

In addition, the review of the proposed preliminary plat is also based on its consistency with the Issaquah Highlands Development Agreement (DA), as amended and, where appropriate, other sections of the City Code and the Comprehensive Plan. The DA contains a variety of development goals and standards that are organized into individual appendices. Each appendix provides direction to the applicant generally in the form of guidelines and/or development standards for a particular aspect of the project. The development standards contained in the DA are intended to implement the urban village concept for Issaquah Highlands, as envisioned in the Comprehensive Plan, while accommodating and integrating development with the site's unique environmental features and development opportunities.

Not all of the appendices or standards contained in the DA are directly applicable to the preliminary plat, since the plat deals only with the layout of lots, tracts, easements, and streets. Building design standards, for example, would likely not come into play until individual building permits are under review.

The applicant has provided high level of design detail, beyond that required for a preliminary plat. The contents of the plat submittal have been reviewed, but complete review of this extra level of detail will occur with construction permits. Any elements of the plan that conflict with City or Development Agreement Standards are not approved unless explicitly approved by the Notice of Decision for this application or by a separate Administrative Minor Modification. [Condition 4]

REVIEW

MAIN BODY OF DEVELOPMENT AGREEMENT

The Main Body of the DA establishes the framework for all requirements of the Development Agreement, as established by Section 18.06.120.B of the Issaquah Municipal Code. It also

contains the base information for the proposed development (i.e. land allocation, number of residential units, amount of commercial, required mitigation, etc.).

Section 2.2.2, generally describes the intent of the different Development and Expansion Areas. Development Area 1 is described as "...predominately conventional single family detached residential...."

The Master Developer has constructed, permitted, or received land use approval for all of the 3,250 residential units of original residential Allowable Development. However, the Master Developer has additional residential units available by either converting commercial Allowable Development to residential per Section 3.3 of the Main Body or using 500 additional residential units allowed by the 7th Amendment to the Development Agreement. The MDRT tracks all land uses to ensure proposed development does not exceed the Allowable Development.

Section 3.14 requires that developers and builders pay school mitigation fees and establishes that compliance with the School Mitigation Agreement shall be deemed full mitigation of impacts upon school facilities. This plat will pay mitigation fees to the Issaquah School District as required per the School Mitigation Agreement for the Issaquah Highlands development. The requirement to comply with the School Mitigation Agreement should appear on the face of the final plat. This was addressed by Condition #18 in the North Park Plat; see **Attachment B**.

FINDING: The proposed project is consistent with the requirements outlined in the Main Body of the Development Agreement.

APPENDIX A: PLANNING GOALS & COMMITMENTS (See **Attachment C** for more detail)

Appendix A provides guiding principles and establishes community expectations for the Issaquah Highlands, including a series of Commitments the Master Developer will meet. In general the application meets the nine project principles and applicable commitments identified in Appendix A. The following are the nine Principles of the Issaquah Highlands project with selected text (shown in *italics*) provided as the basis for conditions or to indicate compliance, followed by discussion.

Planning Goals and Objectives

Principle #1 Sustainability and stewardship: build a sustainable and sustaining community; resource-efficient buildings; encourage restoration, conservation, reduction, reuse, and recycling of site and landscape materials throughout the construction and operation of the project; develop mixed-used, pedestrian oriented communities; extend and expand recycling programs

Green building concepts shall be encouraged per this Principle; however, the 4th Amendment to the Development Agreement committed Port Blakely Communities to require builders to build to Built Green 4 Star/Energy Star standard in place at the time. [**Condition 5**]; a lighting plan will be provided for exterior illumination to minimize resource use and light pollution while creating a safe, attractive, and functional neighborhood. [**Condition 6**]

Principle #2 Pedestrian Friendly Design: to establish through land use proximities and circulation infrastructure a community that encourages walking, bicycling, and transit use; functional and safe walkways and bike paths; access to retail, grocery, public facilities, and offices; give circulation priority to pedestrian scale proximities, activities, and orientation

A pedestrian friendly system would be provided by sidewalks along streets, woonerfs (surfaces

shared by cars and pedestrians), and/or trails that provide access to homes and facilities that aren't facing streets. The result is that all front doors within the plat are to woonerfs or greens with trails. The applicant has shown that in some locations (Lots 27-38), homes will have the front doors set a significant distance from the pedestrian access, though they are accessed from the appropriate facility. The design of the homes will need to include elements that extend the sense of entry in closer proximity to the trail from which these units have their pedestrian access. This is also discussed under Appendix S, Urban Design Guidelines. [Condition 33] As a pedestrian oriented community, there are certain design details which convey the priority that pedestrians are given within the community, including a direct walkway from the sidewalk to the front door that doesn't necessitate using the driveway. [Condition 7] Also a fine grained trail system with good connectivity is provided, connecting homes to surrounding trails such as the BPA and internal amenities. A couple of deadend situations are present and these are discussed under Appendix S, Urban Design Guidelines below. To take full advantage of the trail system, appropriate signage and way finding will be included with all trails provided through this property. [Condition 8] Another aspect in creating a pedestrian oriented environment is for building entries to face streets or greens, not garages; see Appendix S, Urban Design Guidelines for further discussion. The applicant has succeeded in configuring the lots so that all front doors face pedestrian oriented spaces. Additionally, under Appendices H as well as Commitment #10 below, further discussion of the sidewalk and road system are provided.

Principle #3 Integrated Diversity: diversity of activities, land uses, public and private spaces that enhances the richness of people's lives.

This project will add to the diversity of neighborhood character within Issaquah Highlands, especially in the northern part of the project.

Principle #4 Community Values: while respecting individual privacy, create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; provide a visual language which clearly defines the boundaries of the different sections of the community; provide safe and functional pedestrian and bicycling linkage to parks, schools, natural spaces, and community landmarks.

The project proposes to create a 'sociable public realm' through the use of a woonerf and trail environment that is attractive, safe, inviting, and pedestrian friendly. As the property's open spaces are further developed, there are opportunities to establish a gateway that defines the boundaries between off-site open areas, i.e. the BPA, and the developed areas of the plat.

Appendix S further describes the possible gateways: "Create 'gateways' to mark boundaries between developed and natural areas. Gateways can consist of elements as varied as a small sign, a large arch, a grouping of boulders, or informal greenery." [Condition 9]

Principle #5 Civic Celebration/Community Amenities: give special prominence, maximum public exposure, and extraordinary architectural quality to civic and common community spaces and buildings; provide an overall urban design in which people can orient themselves around natural features and civic buildings.

This application provides a plan whose overall urban design will orient people both to the built and natural environment, including public spaces for individual enjoyment as well as for children. See Commitments below for further information on trails and open spaces. Way-finding and user orientation will be enhanced by extending streets and walks into the site, and providing another connection to the BPA corridor.

Principle #6 Identity within local context: give Issaquah Highlands a unique and memorable identity as a neighborhood district of the City of Issaquah; design boundaries between human and natural worlds by creating artistically designed gates.

Since it sits along the BPA, its relationship should transition, enhance, and introduce that natural edge. Use of gateways improves these transitions.

Principle #7 Self-sufficiency and Regional Contribution: create a complete community that accommodates living, working, learning, playing and nurturing while contributing to the richness, opportunity, and quality of life of the region.

The plat places moderately dense housing in a neighborhood which is predominately single family. This provides diversity and opportunity within the community.

Principle #8 Vitality, Flexibility and Collaboration: grow a vital and economically viable community; exploit strategic I-90 location; ongoing collaboration between private, public agency, residents, and citizens at large.

Principle #9 Economy and Serviceability: adequate, safe, and reasonable circulation infrastructure to accommodate anticipated use with a minimum of paving.

This plat has been designed to provide the minimum amount of pavement while accommodating the needs of emergency response vehicles and the potential traffic demands.

Commitments

Commitment 6 encourages gathering places in residential neighborhoods and the provision of community amenities such as public open space, parks, trails, etc. The open space and recreation tracts within the plat will help to achieve the intent of this commitment.

Commitment 8 Build narrow tree-lined streets under the special Road Standards as are proposed with this plat.

Commitment 10 speaks to the design of a circulation system that uses a street grid and discourages the widespread use of cul-de-sacs. The plat contains woonerfs. The primary one loops through the site with a secondary dead-end one serving a small number of homes.

Commitment 13 discusses the desire in overall concept as well as the many details of the plan, that is social and gregarious, i.e. that appeals to people who want social interaction and a feeling of community rather than those who seek to escape from these aspects of the urban area. The provision of interconnected walkways and central open spaces will produce a project that supports sociability.

FINDING: The proposed preliminary plat is consistent with the Planning Goals, as identified in Appendix A of the DA, provided the recommended conditions are met.

APPENDIX B: LAND USE STANDARDS

Appendix B identifies allowable uses and densities for each Development Area. Action Memo 03-16-99 (MJM) (see **Attachment A**) establishes that Division 95 will be developed consistent with Development Sub-Areas 1N8-B and 1N9-C.

Area	Allowed Uses	Allowed Residential Density	Proposed Residential Density
Development Area 1	Residential, Retail, Recreational, and Commercial	2 (min)-20 (max) dwelling units/acre	11 dwelling units/acre

The residential use and density is consistent with this appendix.

FINDING: The proposed project is consistent with the land use requirements outlined in this Appendix of the Development Agreement.

APPENDIX C: QUARRY STANDARDS

This appendix establishes the standards for clearing and grading and continued quarry operations for Development Area 4 as defined in the appendix.

FINDING: This appendix was not adopted for this site, and therefore is not applicable.

APPENDIX D: SURFACE WATER MANAGEMENT STANDARDS

This appendix establishes standards for surface water management within Issaquah Highlands.

All of the stormwater from the impervious surfaces in this plat will flow to the "North Pond" Detention/Treatment Pond, north of this plat. Some stormwater from the western slope may sheet flow onto the BPA Easement. This is the current drainage situation and no adverse effects are anticipated.

Stormwater from roads and other dirty impervious surfaces will be collected in catch basins in accordance with City standards. These will be connected through a buried piping network to discharge to an off-site detention and treatment pond through a public stormwater system. Clean stormwater (roofs, foundation drains, and sidewalks) from Lots 1 through 8 and 37 and 38 must be discharged to the adjacent wetland. **[Condition 10]** All other clean stormwater will be discharged to the offsite collection system. The off-site connection shown on the plans must be extended to the publicly owned and previously approved stormwater pipeline adjacent to Division 96. (The pipe termination shown on the plans falls short of the public storm pipeline by several hundred feet). **[Condition 11]** This connection must cross a section of wetland and must either be bored under the wetland and buffer or must be preceded by a Critical Area Study that identifies and mitigates the impacts of construction and maintenance. In the areas where pipelines must cross the BPA corridor, they shall be protected from galvanic corrosion that might be induced or aggravated by the RF from the overhead high-voltage power lines. Specific design details must be included with the utility plans to mitigate or prevent pipe corrosion and premature pipe failure. This was addressed by Condition #54 in the North Park Plat; see **Attachment B**.

A stormwater pipe is shown on the eastern margin of the public Woonerf, adjacent to an existing slope. This stormwater pipe and the Woonerf must be designed so that catch basin overflows do not present an erosion hazard to the slope. [Condition 12]

All public pipelines must be installed in rights-of-way, land owned by the City of Issaquah, or be within public utility and access easements. Improvements within the Bonneville Power Administration (BPA) power line easement shall be approved in writing by the BPA, prior to the City issuing permits. [Condition 13] All construction must comply with the TESC requirements of Appendix D and the City's TESC Standards as they may be amended from time to time.

FINDING: The proposed plat, with the conditions noted, is consistent with the stormwater requirements of the Development Agreement.

APPENDIX E: CRITICAL AREAS REGULATIONS

Appendix E provides for protection and regulation of critical areas such as steep slopes, wetlands, streams, coal mine hazard areas, etc. Administrative Minor Modification AM07-0051H adopted Appendix E of the Talus Development Agreement Two-Party Agreement in full, thereby replacing Appendix E of the Issaquah Highlands Two-Party Agreement with Appendix E of the Talus Development Agreement. The proposed plat is adjacent to a wetland and a stream.

Wetlands:

Wetland NF-10 and its associated 50 ft buffer and 15 ft building setback line (BSBL) are adjacent to the north and south portions of this plat. They were segregated through the North Park plat (PP02-0031H) and the BSBL is recorded through its final plat though all subsequent documents must identify the buffer and BSBL as well.

Streams:

Along with the wetlands, streams are located both north and south of the plat. However, their buffers are 25 ft and thus are contained within the wetland buffers.

Steep Slopes:

The existing site is sloped and rises from the west to the east. Tract A, which currently has a 2:1 slope, is not a regulated Steep Slope Critical Area because it is an engineered fill and was completed with geo-technical oversight, consistent with Appendix E requirements. [See: Geotechnical Report Division 95 (PUB 04-0501H) and Action Memo 06-15-05(BL) dated June 15, 2005.]

Though sufficient grading detail is shown to review the plat, an additional level of detail is necessary to review and implement the grading shown in it. For example, it is unclear if the applicant is proposing further activities in Tract A, such as grading of the 2:1 slope, or if the proposed improvements comply with the Geotechnical Report's required setbacks. Grading as well as building and improvement placement may occur consistent with the aforementioned Geotechnical Report or the applicant can submit subsequent geotechnical analysis for review and approval by the Responsible Official. If no further study is conducted and approved by the Responsible Official, setbacks from top of 2:1 slope shall comply with aforementioned Geotechnical Report, and the woonerf shall be consistent with the sidewalk setback. [Condition 14] Additional geotechnical work is also required for building permit submittal.

Permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent divisions or lots. Signs shall be placed one per 50 feet or on every other lot line, at the discretion of the Responsible Official. This was addressed by Condition #10 in the North Park Plat; see **Attachment B**. The use of hazardous or toxic substances and pesticides or certain fertilizers is prohibited in the 15' BSBL from stream and wetland buffers; organic, slow-release fertilizers are permitted. [Condition 15] Also to ensure that any construction activities near critical areas don't impact them, within 100 ft of a critical area, monitoring of construction activities must occur as well as certification that the construction didn't extend into the critical area. This was addressed by Condition #11 in the North Park Plat; see **Attachment B**.

Coal Mine Hazard Areas:

There are no coal mine hazard areas on this site.

FINDING: With conditions, this application is consistent with this Appendix and the Development Agreement.

APPENDIX F: WATER

This appendix establishes standards for potable water service within Issaquah Highlands, including water conservation requirements and new water resource strategies.

The proposed Plat will be supplied with potable water from existing water system facilities, including the Holly I and Holly II Booster Pump Stations and the 1250-zone Reservoir. This plat is within the 1,000-zone Pressure Zone, which is supplied by Pressure Reducing Valves from the 1250-zone reservoir. Pressure within the Plat will exceed 120 psi and all services must be equipped with individual pressure reducing valves in accordance with the Uniform Plumbing Code.

It is anticipated that two connections to the existing water supply system will be made where the Woonerf connects to the existing Alley. All water mains must be looped in accordance with City Standards. The looped water main must be 12" minimum diameter to meet fire flows. [Condition 16] The looped main is shown in the application within Tract C, however this would compromise maintenance activities and would not allow the water meters to meet City standards. The looped main should be relocated to the public Woonerf to the west. [Condition 17]

The application shows a water main extended south of Lot 21 and terminating at Lot 24. This main either needs to be extended to NE Magnolia Street to complete the loop, be eliminated, or designed to avoid a deadend line. For example, the water services for Lots 24-26 could be provided by tapping the public watermain in NE Magnolia Street. [Condition 18]

All public pipelines must be installed in rights-of-way or be within public utility and access easements.

All landscaping must be installed in compliance with the adopted Water Conservation Plan. This is enforced during engineering and landscape plan review.

FINDING: The proposed plat (with the conditions noted) is consistent with this Appendix and the Development Agreement.

APPENDIX G: SEWER SERVICE

This appendix establishes standards for sewer service within Issaquah Highlands.

All sewage from this Plat will flow into an existing pipeline in the BPA easement and be conveyed off-site (to the northwest) where it is eventually pumped and discharged to a regional METRO sewer connection. All services will be gravity and no pump stations or grinder pumps are anticipated. All improvements will be designed and installed in accordance with City Standards.

All public pipelines must be installed in rights-of-way, land owned by the City of Issaquah, or be within public utility and access easements. Improvements within the BPA power line easement shall be approved in writing by the BPA. [Condition19]

The off-site sewer connection shown on the plans must be extended to the publicly-owned and previously approved sewer pipeline adjacent to Division 96, as the pipe termination shown on the plans falls short of the public storm pipeline by several hundred feet and is shown connecting to an unpermitted section of pipe. [Condition 20] This connection must cross a section of wetland and must either be bored under the wetland and buffer, or must be preceded by a Critical Area Study that identifies and mitigates the impacts of construction and maintenance.

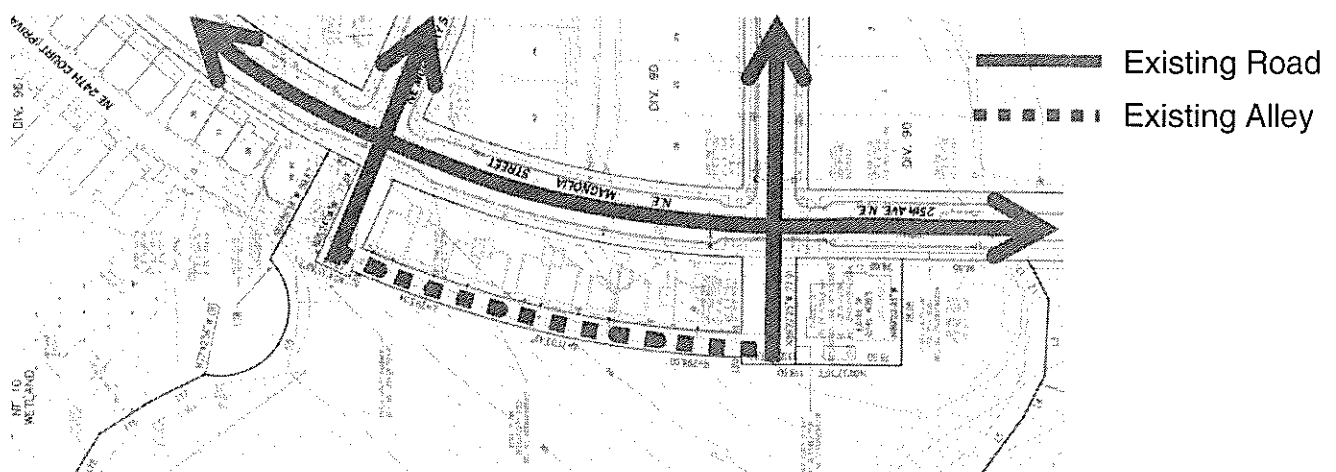
FINDING: The proposed plat (with the conditions noted) is consistent with this appendix and the DA.

APPENDIX H: STREET STANDARDS

This appendix establishes standards for all streets and alleys, whether public or private, within Issaquah Highlands.

Access & Circulation

A single roadway, Park Drive, crosses the BPA corridor at a break in wetland boundaries. It is the primary east/west roadway for the area east of the BPA corridor, including Division 95. The design of Park Drive limits development east of the BPA to land uses that generate no more than 15,000 ADT or Average Daily Trips (without building additional roadway capacity). This was addressed by Condition #19 in the North Park Plat; see **Attachment B**. A north-south roadway, 25th Avenue, connects from Park Drive to Division 95.

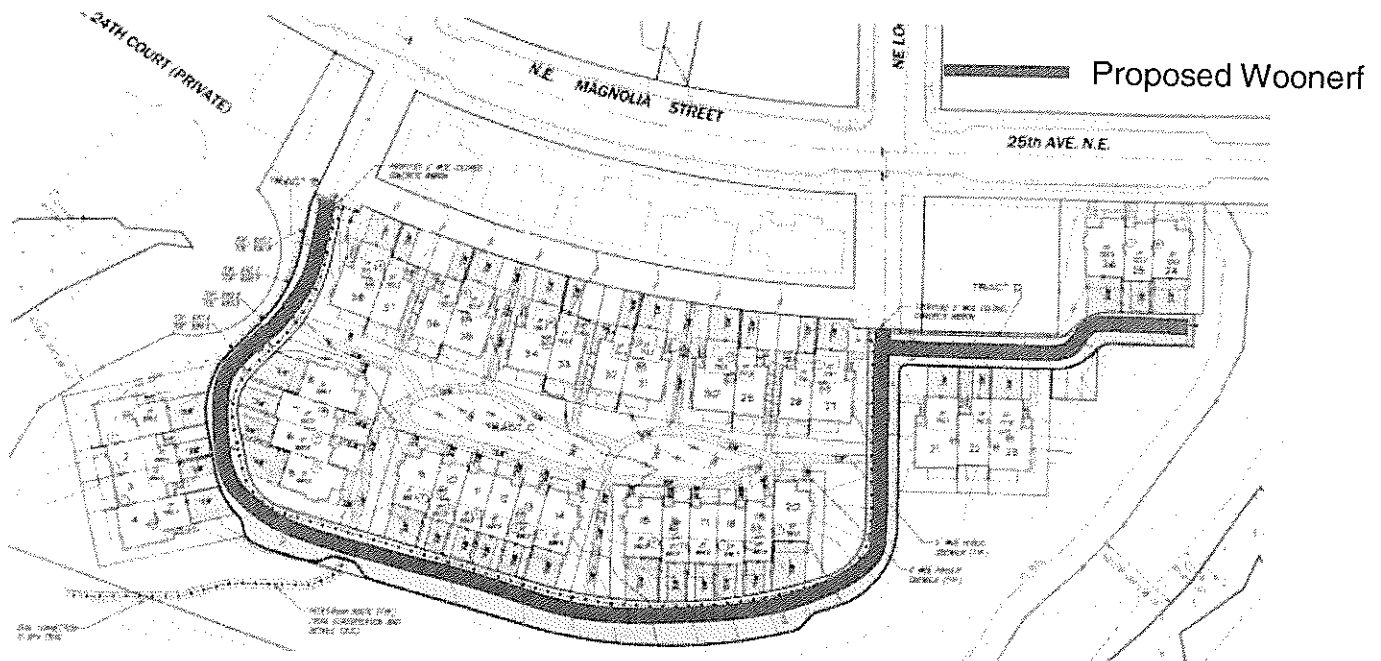


The plat provides two roadway connections by extending a Woonerf from the end of NE Mulberry Street and NE Logan Street. The woonerf is a loop except for a spur serving Lots 21-26; see below for more specific discussion of the woonerf. An existing alley, behind the Habitat for Humanity

homes will provide vehicular access for Lots 27-38. There is sufficient roadway and traffic capacity for this application, thus no off-site traffic or roadway improvements are needed.

Woonerfs

All of the proposed vehicular access is provided by woonerfs, except for the existing alley behind Lots 27-38. Woonerfs will furnish both pedestrian and vehicular circulation with a shared, non-asphalt surface. Though this discussion is provided under Appendix H, Roads, there are no specific dimensional standards for woonerfs, only general ones, which are discussed under Appendix U, Parks, Plazas, and Woonerfs; however, since they provide all proposed vehicular access they are reviewed here.



Woonerfs are designed and approved on a case by case basis. To ensure Eastside Fire and Rescue (EF&R) access to the homes, there are certain minimum width constraints that must be applied. That is, woonerfs that provide through traffic must be at least 18 ft wide and they additionally may have 7 ft of parallel parking. And street trees shall be provided along the woonerf to further enhance its character. [Condition 21]

Where woonerfs deadend, additional review criteria are necessary to ensure EF&R as well as the waste purveyor have necessary access. A deadend woonerf must meet the following length restrictions: a minimum of 15 wide for the first 150 feet of woonerf, no more than three homes served by the deadend woonerf, and all portions of the homes within 150 ft of the looped woonerf, as the hose lays. While there are six homes on the deadend woonerf, only Lots 21-23 receive EF&R service from it; Lots 24-26 will be served from 25th Ave NE. The proposed deadend woonerf is 18 feet wide which is appropriate since six residences will use it for their vehicular access.

It must be clear where parking is and isn't allowed with signage to ensure EF&R access. [Condition 22] Woonerfs don't allow curbs except in certain specific circumstances: to ensure parked cars don't extend past the edge of the paving and if grades won't accommodate an inverted crown for storm drainage. When possible a single curb for both parked cars and stormwater

should be used. **[Condition 23]** Finally, to ensure drivers on woonerfs can see pedestrians, it is necessary to limit landscape and architectural features placed near walkways. **[Condition 24]**

Pedestrian circulation

The primary pedestrian circulation system at Issaquah Highlands coincides with the street system, since sidewalks are a required element of all streets. Streets provide access to this plat. Then within the plat, a shared surface or woonerf is provided. This is sufficient pedestrian facilities, along with proposed trails, with two exceptions:

- The transition from the sidewalk system to the woonerf is illustrated on Sht P04 but no actual facility is shown. During Utility Permit review it will be necessary to design a transition that connects the sidewalks to the woonerfs in a manner that maintains pedestrian priority. Except as noted above, the streets proposed with the plat appropriately provide sidewalks, and can be addressed with Utility Permits.
- The woonerf serving Lots 21-26 deadends, yet there is the possibility of providing a connection from the end of the woonerf to 25th Avenue's sidewalk. This is discussed below under Appendix S, Urban Design Guidelines and Appendix T, Trails.

Bicycle Facilities

Dedicated bike lanes are not proposed on the woonerf in the plat or the roadways serving the plat since there are many routes bicyclists may choose, and traffic speeds and expected volumes are appropriate for bike traffic to be integrated into traffic lanes.

Walls

The applicant has proposed two walls in the plat (see Sht P04): one in Tract B, along the northern portion of the looped woonerf, adjacent to the wetland; and the other in Tract D, between the deadend woonerf and Leo House.

Tract B: To ensure the full width of woonerf's shared surface is available, the wall should be moved off of the woonerf's edge. Also this wall exceeds 4 ft in some locations which is not allowed in a critical area Building Setback area without additional study. Given the proximity of the wall to the woonerf and pedestrians, aesthetic mitigation measures will be identified. This wall must also meet pedestrian fall protection and vehicular guardrail standards. **[Condition 25]**

Tract D: The applicant anticipates that a low wall may be necessary adjacent to Leo House (between it and the deadend woonerf) to transition between grades. The applicant has proposed that the City own this. If possible this wall should be eliminated. If the wall cannot be eliminated, the City will determine at that time if ownership is appropriate. **[Condition 26]**

General Details

- A 2 ft. easement to allow for woonerf and alley repair and maintenance is required outside of any paved right-of-way. This was addressed by Condition #33 in the North Park Plat; see **Attachment B**.
- To ensure that garage apron parking doesn't impede safe and functional woonerf or alley use especially where they will be used for emergency access, it must be clear whether parking is allowed on the garage apron or not. Garage apron lengths are established based on whether adjacent vehicular routes will be used by EF&R and whether parking will occur on the apron. **[Condition 27]**

- The turning radius of intersections will be closely reviewed with the Utility Permit to ensure both fire trucks and waste purveyors trucks can turn corners. Slight modifications, such as increasing the radius, may be necessary.
- Transitions from streets to alleys or woonerfs require a driveway cut (ramp) rather than a street cut (curbs). It appears the applicant has shown these in most locations, but possibly not all. This will be confirmed with the Utility Permit.
- The lots with pedestrian access from greens will need to have address kiosks, so that Eastside Fire and Rescue is aware of the address locations (or other configuration approved by EF&R as well as the Responsible Official). With EF&R approval, kiosks may be located with mail kiosks to create public gathering spots and amenities. [Condition 28]
- All curbs at Issaquah Highlands must be vertical, unless otherwise approved by the MDRT such as for fire access or some other unique circumstance. No extruded curbs are allowed.
- All curb ramps must direct the user into the crosswalk (not the intersection or travel lanes) and generally point toward the curb ramp on the opposing side.
- Any tree located within 4 ft. of a public street, curb, sidewalk, or similar publicly-owned and maintained paving must have at least 10 lineal feet of root barrier placed adjacent to pavement.

FINDING: The plat is consistent with this appendix, as conditioned. Additional detailed review will occur with the Utility Plans for this plat.

APPENDIX I: SEPA COMPLIANCE

The proposed urban development within the Issaquah Highlands project area has been addressed and analyzed in prior environmental documents. Pursuant to Step 3 of this Appendix, the City acknowledges the EIS satisfies the SEPA requirement and may, pursuant to the procedures and standards set forth in this appendix, require measures beyond those in the Agreement, only to the extent:

- An implementing approval or requested modification exceeds the project envelope;
- It is concluded, pursuant to WAC 197-11-600(3)(b), that substantial changes have been made to the project; or,
- It is concluded that there is new information indicating probable significant adverse environmental impacts.

The City has determined this proposal as an Implementing Approval, as defined in Appendix I of the Development Agreement, is within the Project Envelope. As specified in Appendix I, the existing Grand Ridge Environmental Impact Statement shall be utilized and no further State Environmental Policy Act (SEPA) checklist or threshold determination is required when an application for an Implementing Approval is within the Project Envelope.

FINDING: The proposed preliminary plat meets the Project Envelope as defined in this appendix and is, therefore, consistent with the Development Agreement.

APPENDIX J: MASTER TRANSPORTATION FINANCING

The MTFA includes obligations for improvements to Black Nugget Road, the North and South SPAR, the Sunset Interchange, and Transit Center. All roadways (identified above) and the Park and Ride have been improved/built and are open to traffic

FINDING: The MTFA obligations have been satisfied.

APPENDIX K: CAPITAL FACILITIES

This appendix is included to provide for police, public works, fire and medical, general governmental, parks and recreation, and capital facilities and services for the urban portion of Issaquah Highlands.

FINDING: The proposed plat is consistent with applicable capital facilities requirements and the DA.

APPENDIX L: PROCESSING

Appendix L establishes the permit procedures for Issaquah Highlands. In addition, it establishes procedures for appeals and public notice and empowers the MDRT and UVDC.

FINDING: The processing of this proposed plat is consistent with this appendix and the Development Agreement.

APPENDIX M: ELECTIONS AND MODIFICATIONS

This Appendix identifies the method and procedures for Elections as well as Modifications to the standards and guidelines. The applicant has not applied for any modifications, though the applicant may choose to apply for Modifications in the future.

FINDING: The proposed plat is consistent with applicable elections and modification provisions and the Development Agreement.

APPENDIX N: DIMENSIONS

This appendix provides lot size, setbacks, and building height provisions for Issaquah Highlands. Based on the density ranges for Development Area 1, the following dimensional standards would apply:

Minimum lot size: none

Setbacks: (these are zoning setbacks; other City departments and the ARC may have other required setbacks.)

Street: 10 ft

Interior setback: 4ft, however, it is required only for, or adjacent to, single family detached houses

Setbacks will be reviewed with future building or land use permits.

Minimum lot width: none

Maximum height: 40 feet. Height will be reviewed during future building permit.

FINDING: The proposed plat is consistent with applicable dimensional requirements and the Development Agreement, as verified through future building permit review.

APPENDIX O: PARKING STANDARDS

Appendix O provides the parking requirements for Issaquah Highlands. While no parking information is provided with the plat, the application shows more detail than is necessary for a plat, thus some assumptions can be made with regards to parking:

- Each lot appears to have at least two car parking spaces, either in a side by side garage or tandem parking (1-2 cars in the garage and another on the garage apron). Tandem parking is limited to 50% of the required parking. It appears that more than 50% of the required parking is tandem; however, this can be addressed by other on-site parking, which is available. It is also assumed that required bike parking will occur within the garages. This will be reviewed with the Building Permit.
- Additional on-site parking is provided along the woonerf and south of Lot 23. Approximately 17 additional parking spaces are provided in these locations. Though two stalls per unit meets the required parking, including guest parking, it is useful to have additional, unassigned guest parking rather than relying on all guest parking within garages or on garage aprons.
- No marked loading spaces are required as there are individual driveways that will allow this to function as a single family development.

FINDING: The proposed plat is consistent with applicable parking requirements and the Development Agreement, as verified through land use and Building Permit review.

APPENDIX P: LANDSCAPING STANDARDS

The purpose and intent of this appendix is to encourage healthy, attractive landscapes and to provide for buffers between less compatible land uses. No landscape information has been submitted with this application. A landscape plan must be reviewed and approved by the Responsible Official for landscaping with future development permits. All disturbed areas will be either planted or stabilized and designed to promote growth of landscaping while minimizing invasive plants, in a timely manner.

FINDING: The proposed plat is consistent with the Appendix P requirements.

APPENDIX Q: SIGN STANDARDS

No signs are proposed with this application.

FINDING: The proposed plat is consistent with applicable signing requirements and the DA.

APPENDIX R: AFFORDABLE HOUSING STANDARDS

The affordable housing appendix of the Development Agreement provides for 10 % of the total housing in Issaquah Highlands to be provided at or below 80% of median income; 10 % to be provided between 80 and 100 % of median income; and 10 % between 100 and 120 % of median income. The current Affordable Housing Location Guide shows no units located in this Parcel; however, the Master Developer may relocate units as long as they are able to fulfill the Development Agreement obligations.

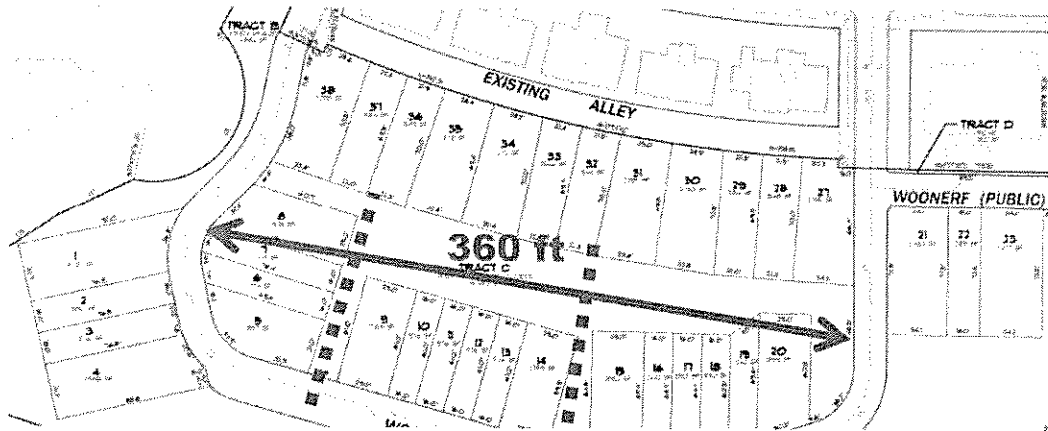
FINDING: The proposed plat is consistent with applicable affordable housing requirements and the DA.

APPENDIX S: URBAN DESIGN GUIDELINES

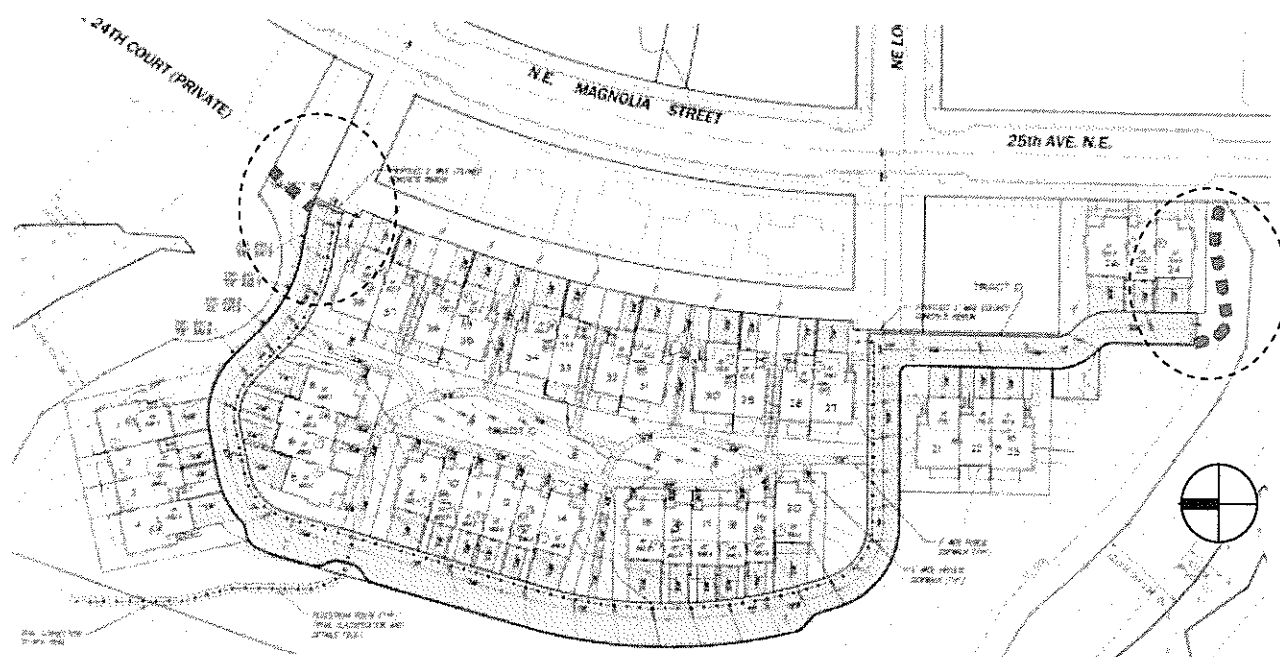
The design guidelines comprise a key part of defining the vision for Issaquah Highlands. The design guidelines serve the overall purpose of creating a framework by ensuring the buildings, the landscape, the circulation system, the social gathering places and the limited use open spaces and private parks relate to one another in a way that achieves the Issaquah Highlands vision as described both in this Appendix and Appendix A: Goals and Objectives. The applicant has specified that they are developing these properties using the House and Garden Neighborhood Type. However, since this is a plat, it is the circulation network, open space, and building that must achieve the Neighborhood Type's guidelines in review of this plat. Subsequent permits, e.g. ASDP for the open spaces, will also use the Neighborhood Type for review. See **Attachment C** for a summary of the general guidelines related to this project as well as features which are encouraged in the Neighborhood Types as well as Overlays.

Circulation

In general the layout, and connectivity are consistent with the House and Garden street and vehicular circulation expectations, by being comprehensible, pedestrian oriented, and discouraging high speeds. Internally, the plat has a central block that is about 360 ft long. This block is broken by two east/west walkways. These walkways create a pedestrian friendly environment with only 80-150 ft between each trail. With the review of other plats, the Commission has focused on providing a fine-grained pedestrian system, and this plat is consistent with the parameters the Commission has previously used.



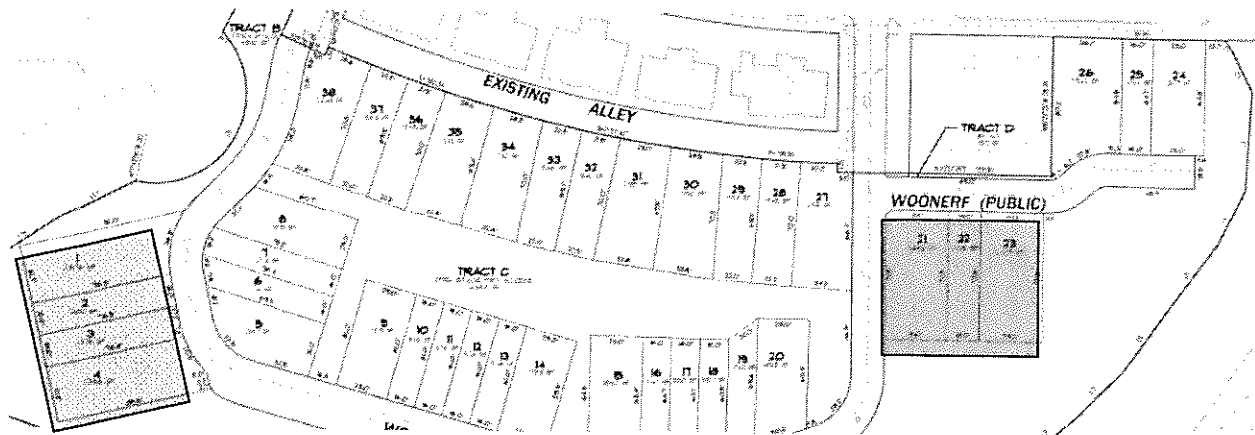
With regard to external connections: the plat does not have vehicular connectivity with adjacent properties, but the applicant has proposed an external pedestrian connection to the BPA, which is discussed under the Section on Trails in Appendix T below. Furthermore, the sidewalks associated with the streets leading to this plat, directly connect it to important external pedestrian routes. There are two locations in which deadend pedestrian routes at each end of the plat should be addressed.



On the southern edge, by Lot 24, the woonerf ends. There is property available to provide a connection to 25th Ave, such as a Neighborhood Walk, adding to the pedestrian connectivity especially for Lots 21-23. Likewise, the internal circulation of Division 96 to the north, ends at Tract B. Another Neighborhood Walk could be provided here to also improve pedestrian connectivity. Without this connection, a pedestrian would have to walk to Natalie Way to connect between Divisions 96 and 95; however, the improvements in Division 96 do not meet Tract B so this connection is just strongly encouraged. See Appendix T, Trails, below for additional information regarding Neighborhood Walks. These additional connections are consistent with the following guideline: "The use of cul-de-sacs and similar 'dead-end' neighborhood streets should be reserved for special situations such as topographical considerations, open space access points, and development adjacent to limited access roadways. When used, they should provide pedestrian connections to other parts of the Grand Ridge community or into nearby natural areas." [Condition 29]

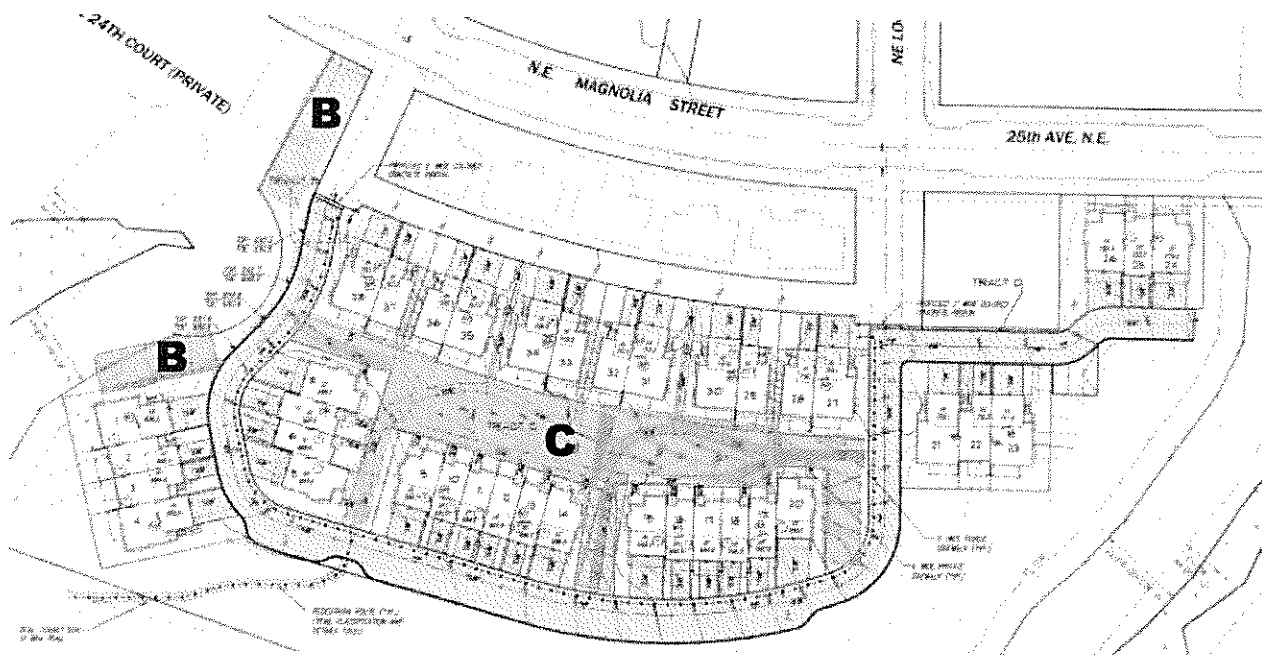
Lot Design

The Development Agreement places importance on creating a pedestrian friendly and socially gregarious public realm in which houses address the street and auto dominance is reduced. The design of narrow, front loaded lots (Lots 1-4 and 21-23 – see plan below for location) increases the frequency of vehicular/pedestrian conflicts and potentially diminishes the relationship between the house and the street as well as diminishing the pedestrian dominance expected of a woonerf. It is necessary to limit the width of the on-site driveways to ensure the residences have a strong relationship with the street, "...where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize." [Condition 30]



Open Space Design

The primary shared open space is Tracts C, and possibly B. Tract C in particular is geared to provide gathering and recreation space, and become a focal point for activity since individual lots are small and proposed house layouts leave little room for private recreation space. Though the plat is designed for fee simple lots, as townhomes, the proposal will function like a multi-family project. Specific review of the proposals will occur with the ASDPs for these tracts; however, based on the following excerpts from the Development Agreement, the tracts should be modified to incorporate children's play and community gathering/facilities.



Appendix A states: Principle 4: ... create a very sociable public realm that enhances the community life of children, adults and seniors and promotes common values and shared responsibilities; integrate a variety of safe places for children's play and exploration, including parks, community gardens, natural play spaces, and safe streets. "Goal: Provide both natural open space and active park areas within close proximity to all residents. With clustering and increased density, we can provide a much greater proportion of nearby open space for residents. This open space must not only be near, but accessible. We also create a greater need for common play areas and gardens as we reduce the individual family's private yard areas. Parks should be within walking distance of residents."

Appendix S states: "Multi-family districts should provide residents with both private and common outdoor space. When private outdoor space is minimal, common outdoor facilities should include elements such as a barbecue and common outdoor patio area; a tot lot; sitting gardens; or a recreation or exercise area. These common spaces can also foster social interaction among residents and between residents of the multifamily complex and neighbors. Common outdoor spaces such as barbecue and picnic areas, conversation areas, and mailbox seating when private outdoor space is limited. If private park space is provided, it should be located so it is visible to residents and accommodate a variety of activities for differing age groups." "If private vest pocket park areas are provided, they should reflect the character of the neighborhood and contain elements such as lawn, children's play areas, and water features."

It appears that there will be little to no private open space on the individual lots. Thus the common open space must meet the needs of residents including children. Even if the target buyers don't have children, they may have guests or extended family (e.g. grandchildren) who would use these spaces. A child-sensitive approach, consistent with the House and Garden Neighborhood Type character would be to incorporate opportunities for play into this area without making it exclusively for small children's play through the use of big toys. This could include boulders, paths, stepping stones, secret places, berms and hills, dry or wet stream, earth slides, edible plants. This allows more diverse and adventurous play, consistent with the neighborhood type's character while not precluding other residents from visually and physically enjoying the area. **[Condition 31]**

As Tract C is the only open space for recreation, it should provide at least one relatively flat area of reasonable size to accommodate play as well as adult activities than need flat areas, and none are shown. This an excellent opportunity to provide the diversity of spaces discussed in the Development Agreement. Somewhere on site, preferably in Tract C, there should be a minimum of 1000 sq.ft. of generally flat area, i.e. 2-3% max slope; this is about 10% of the Tract C's central space, leaving room for landscape and grade change. **[Condition 32]**

No mail kiosk is shown. The applicant should look for opportunities to use required features, such as mail kiosks, to create community gathering spots. To foster social interaction and activate the common area, the mail kiosk should be centrally located. The USPS will want the kiosk near the road. This was addressed by Condition #43 in the North Park Plat; see **Attachment B**.

Tract C, as the central focus and entry, must create both a successful open space and built edge. The homes along Tract C, their yards, and the park's edge must have a welcoming, interactive design. As Appendix A states: "Create a pedestrian friendly and socially gregarious public realm in balance with individuality and privacy." And: "To maintain a sense of privacy yet allow for interaction between neighbors, yards and entry courtyards when abutting a street, trail or common space should be separated through physical elements such as open style or low fencing, screens, and low hedges or walls." This indicates the need to have yards with at most low elements along the park, if anything. Specifically, Lots 5-20 and 27-38 face Tract C and must have their front entrances from the park. The location of the front entrance, the design of the façade, and the type of fencing or landscape must all strengthen the homes relationship to the park. This was also discussed above under Appendix A with regards to the homes on Lots 27-38 being designed to create the perception that the entries are at the west end of the lots rather than close to the alleys. **[Condition 33]** For purposes of this condition, a front door is defined as a single or double swinging door, doorbell, and front door trim.

Garages

Another aspect in creating a pedestrian oriented environment is for garages' presence to be minimized, as indicated by Appendix A when it says "...single family neighborhoods at Issaquah Highlands should reflect ... inconspicuous garages." Currently almost all garages face either woonerfs, or when the garage is on the front of homes, the front door doesn't have garages facing them. The one exception is garages facing Lots 1-4. The garages for Lots 5-8 should be designed consistent with Appendix S: "Building profiles ... with the predominant feature for buildings being elements such as a balcony, verandah, porch, or arcade. Individual buildings, and their garages when they face the street, should exhibit architectural features such as cantilevered building stories, trellises or porch roof extensions." It appears the back side of the homes on Lots 5-8 do have decks or building extensions that will minimize the presence of the garage, but this will be confirmed with building permit. [Condition 34]

Hillside Overlay

Because of the unique situation that hillside locations present, special attention should be paid to the siting of building on slopes. In particular, consideration should be given to community views of hillside buildings as well as to the opportunity for views from such buildings. A variety of techniques can be used to achieve both goals, such as articulating downhill elevations and aligning significant roof ridges perpendicular to contours. Low terraced retaining walls with landscape elements can provide visual interest while serving a functional purpose. [Condition 35]

Landscaping on hillside areas should be designed to screen buildings from community views while preserving views from the buildings through techniques such as concentrating evergreen tree clusters at the base of slopes and/or on axis with property lines, providing transitional plantings at the base of buildings, and using trees which are tolerant of appropriate pruning, but do not require topping to preserve views. For color as well as view preservation, landscaping elements such as flowering ground cover and columnar deciduous trees can be planted between hillside buildings. Small landscaped seating areas or vest pocket parks can be located along hillside streets to provide view outlooks and resting areas.

Service and Mechanical Area Screening

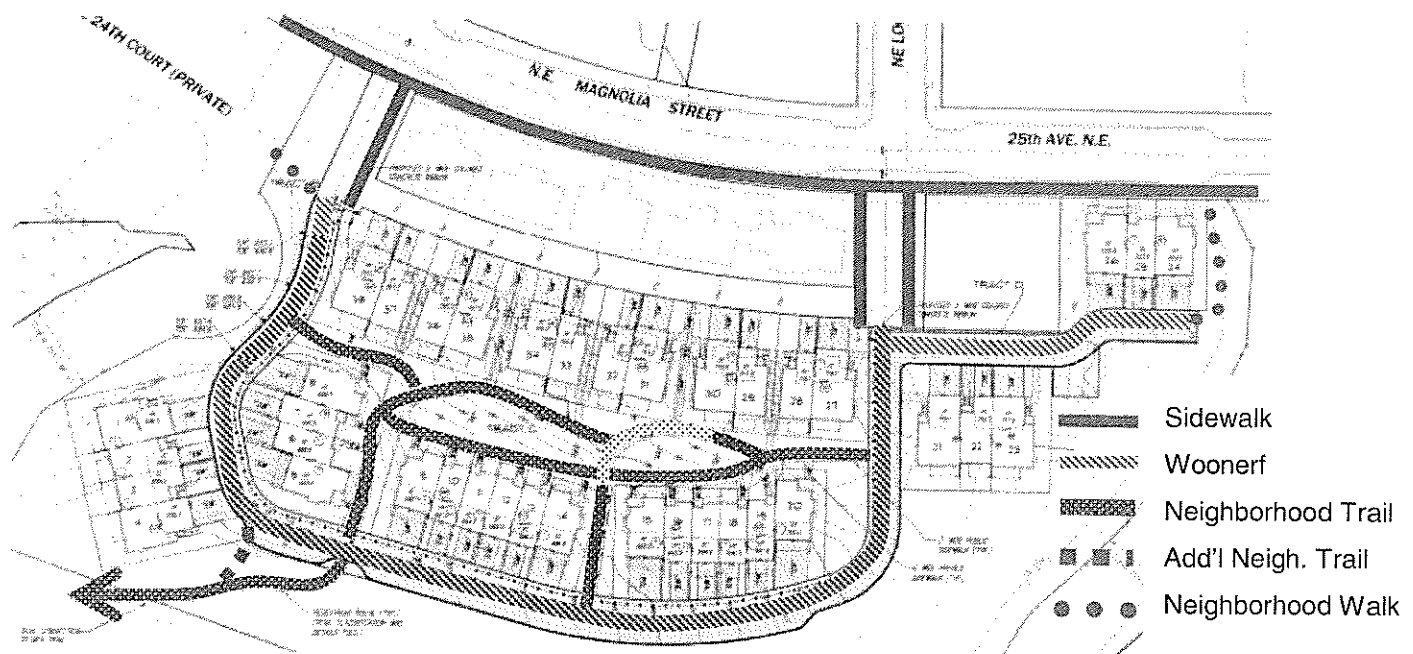
Access and equipment associated with wet and dry utilities are a necessary part of a functioning community. However, their presence does not enhance the overall residential character and objectives. Screening and location can reduce the impact of these necessary elements. [Condition 36]

FINDING: With the proposed conditions, the proposed plat is consistent the vision established in Appendix S and the DA.

APPENDIX T: URBAN TRAIL STANDARDS

The purpose and intent of this appendix is to encourage a variety of experiences for pedestrians, bicycles, and other non-motorized modes of transportation within Issaquah Highlands through trails. In this plat, there are three types of pedestrian routes: woonerfs, shared surfaces for pedestrians and vehicles (discussed in Appendix H); trails, which are regulated pedestrian routes governed by this Appendix; paths, which are pedestrian paths that don't have specific regulations,

only best practices. There are not any sidewalks within the plat but there are many which lead to it.



Trails in this plat serve an important role by providing the pedestrian connection to about 75% of the units. Their design must be pedestrian friendly and provide direct, convenient, easy to use access between units, site amenities, and pedestrian facilities near the site. As the connection to the BPA will serve not only this plat but also other nearby residents, a direct connection from the northern woonerf section to the trail should also be provided to ensure users have easy access.

Most of the trails shown will be Neighborhood Trails, which are 6 ft wide with 4 ft planted borders on each side. Neighborhood Trails interconnect the sidewalk/woonerf system and stand in for sidewalks/pedestrianways where streets/woonerfs are not provided, such as throughout Tract C. Neighborhood Trail's surface materials shall be concrete or pavers (not asphalt or gravel) consistent with the Neighborhood Type. Paths are generally optional but should be a minimum of 5 ft wide where they serve the site or a minimum of 4 ft wide if they serve individual or two residences. [Condition 37]

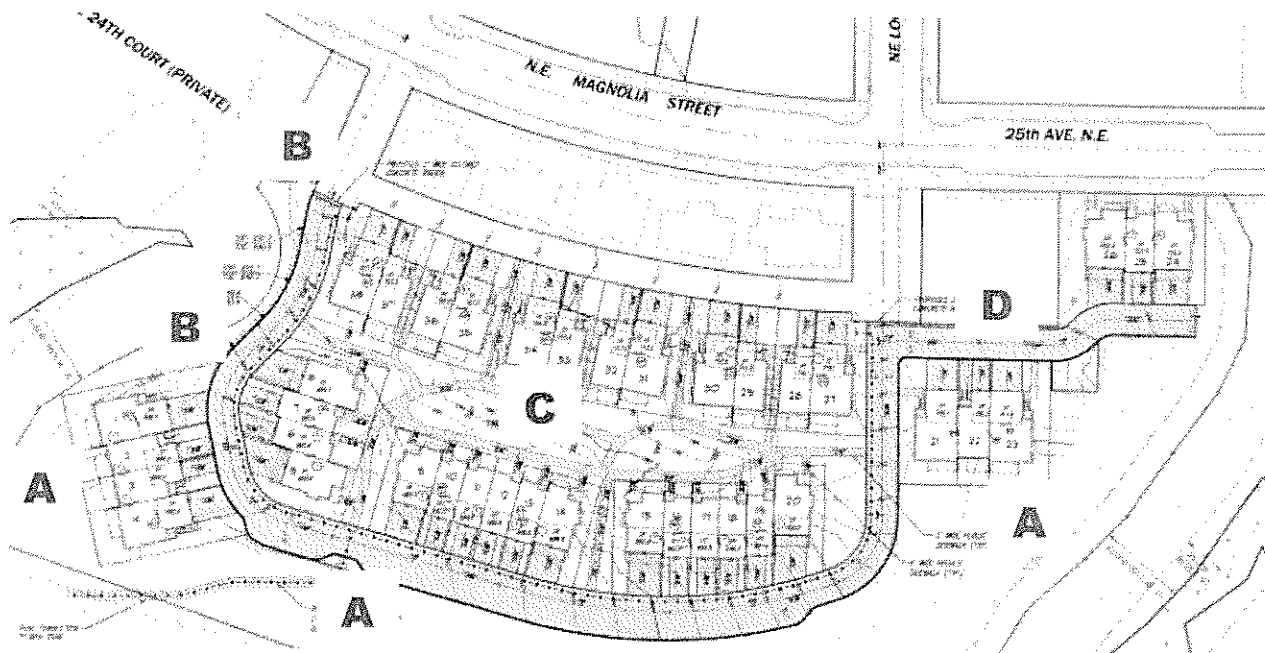
Neighborhood Walks are short, small-scale walkways designed to provide recreational opportunities, alternative routes, or shortcuts. They are appropriate to provide pedestrian connectivity from deadend vehicular facilities. The walk is a 4 ft wide trail with 3 ft landscape borders which should fit in these locations.

At the time of Final Plat, tracts that contain trails or sidewalks shall allow public access in perpetuity if the tracts containing the trails or sidewalks are privately owned. [Condition 38] Finally, to ensure that the completion of the trail improvements are timed appropriately, trails must be complete prior to the Certificate of Occupancy of the first dwelling unit served by the trail. [Condition 39]

FINDING: As conditioned, the proposed plat is consistent the Appendix T requirements and the DA.

APPENDIX U: PARKS, PLAZAS, WOONERFS

The purpose of this appendix is to encourage a variety of gathering and recreational opportunities through establishing minimum standards to encourage the development of such spaces. The plat contains four tracts: Tract A which contains a slope and is discussed under Appendix E; Tract B which will be open space; Tract C which is the central open space, recreation, and pedestrian access; and Tract D which is a sliver next Leo House. No concept was submitted with the plat; however, Appendix S above discusses the expectations for open space in projects like this.



To ensure that the completion of the park and open space tracts are timed appropriately, open space tracts in either property must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling unit adjacent to the park or open space. [Condition 40] In addition, these tracts or other land impacted by the construction of this plat, shall be landscaped to enhance the visual appearance in the community and as consistent with the Hillside Overlay discussed under Appendix S. [Condition 41].

FINDING: The proposed plat is consistent with the provisions of Appendix U.

COMPREHENSIVE PLAN COMPLIANCE

Applications submitted for the Urban Villages need to not only be consistent with the applicable DA and Issaquah Municipal Code, but must also demonstrate consistency with the Issaquah Comprehensive Plan. See **Attachment D** for excerpts from the Comprehensive Plan that illustrates consistency with the submitted application.

CITY DEPARTMENT REVIEW COMMENTS

A. Fire

No comments.

B. Planning

No comments.

C. Public Works Operations

Operations comments have been incorporated into plat conditions.

D. Police

No comments.

E. Building

No comments.

F. Cleanscapes (waste purveyor)

Cleanscapes reviewed this permit and did not have comments.

RECOMMENDATION:

Based on the submitted plans, staff recommends approval of the preliminary plat application for Issaquah Highlands Division 95, File No. PP12-00001, as presented in this Staff Report dated February 28, 2012, together with Attachments A through F, subject to the following conditions:

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- 1 With the submittal of the Final Plat, provide confirmation that the IHCA will accept the dedication of the tracts identified in the preliminary plat. If the IHCA will not accept the dedication the applicant must either have the property owners retain responsibility or determine if the City will accept dedication.
 - 2 In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreement and City Code, such as but not limited to access, fire circulation, parking, and landscaping requirements of the site. Interim landscape shall discourage invasive plants from sprouting and establishing. Routine maintenance by the applicant of these areas will look for and remove invasive plants and debris.
 - 3 The preliminary plat for the North Park Area, PP02-003IH, contains Approval Conditions that apply to this plat and shall be implemented as appropriate through this and subsequent permits. These conditions include: Conditions #10, 11, 18, 19, 33, 43, 54. See **Attachment A**.
 - 4 Unless expressly identified, approval of this preliminary plat application does not modify any City or Issaquah Highlands Development Agreement standards which are in conflict with elements of the plat or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M of the Development Agreement.

Appendix A: Goals and Objectives

- 5 The Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard in place at the time. This will be reviewed with Building Permits.

- 6 Site lighting shall reinforce Issaquah Highlands' urban design goals and provide for the needs of the public to have safe, attractive, and functional spaces. Through engineering plan review, a lighting plan shall be proposed for new streets, woonerfs, alleys, or on-site exterior lighting which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. The lighting plan shall comprehensively address building, street, alley, woonerf, plaza, parking lot, and landscape lighting so that lighting impacts are not compounded in portions of the site by overlapping illumination patterns. This will be reviewed with Utility and/or Building Permits.
- 7 Homes shall have direct pedestrian connections to the sidewalk (or woonerf) system without using the driveway, giving priority to pedestrians over vehicles. The front door and the route to it shall be evident from the woonerf or trail. The MDRT will review this with the Building Permit.
- 8 Appropriate signage and way finding will be included with all trails provided through this property. Signage installation will be timed with Trail timing specified below. This will be reviewed with Utility and/or Building Permits.
- 9 With Utility and/or Building Permit(s), the applicant shall establish, consistent with Appendix A and S, a gateway that defines the boundaries between the BPA and Tract A slope and on-site facilities especially trails and pedestrian walkways that connect between the two.

Appendix D: Stormwater and Groundwater

- 10 Clean stormwater (roofs, foundation drains and sidewalks) from lots 1 through 8 and lots 37 and 38 must be discharged to the adjacent wetland.
- 11 The off-site stormwater connection shown on the plans must be extended to the publicly-owned and previously approved stormwater pipeline adjacent to Division 96. This condition will be enforced during Utility Permit Review.
- 12 This stormwater pipe in the public Woonerf must be designed so that catch basin overflows do not present an erosion hazard to the adjacent slope.
- 13 Stormwater improvements within the Bonneville Power Administration (BPA) power line easement shall be approved in writing by the BPA, prior to the City issuing permits.

Appendix E: Critical Areas

- 14 Improvements adjacent to the 2:1 slope (generally located within Tract A) shall comply with the Geotechnical Report Division 95 (PUB04-050IH) setbacks or further geotechnical analysis approved by the Responsible Official. Prior to any further action to implement this plat, the Applicant must provide the Responsible Official with information confirming that necessary setbacks for buildings and the woonerf have been provided. If sufficient setbacks are not provided with the current configuration the applicant must either adjust the plat to conform with the geotechnical conditions or provide additional geotechnical studies, acceptable to the Responsible Official, that the setbacks can be modified consistent with this plat. This condition will be enforced during Utility Permit Review.

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- 15 The use of hazardous or toxic substances and pesticides or certain fertilizers is prohibited in the 15' BSBL from stream and wetland buffers; organic, slow-release fertilizers are permitted. This will be included on the Final Plat as well as landscape maintenance plans if a landscape contractor is used.

Appendix F: Water

- 16 The looped water main must be 12" minimum diameter to meet fire flows. This condition will be enforced during Utility Permit Review.
- 17 The looped water main shall be relocated from Tract C to the public Woonerf to the west in order to meet City standards.
- 18 This main serving Lots 21-24 either needs to be extended to NE Magnolia Street to complete the loop, be eliminated, or designed to not create a deadend line. This condition will be enforced during Utility Permit Review.

Appendix G: Sewer

- 19 Sewer improvements within the BPA power line easement shall be approved in writing by the BPA.
- 20 The off-site sewer connection shown on the plans must be extended to the publically-owned and previously approved sewer pipeline adjacent to Division 96. The improvements shall be approved by the BPA. This condition will be enforced during Utility Permit Review.

Appendix H: Urban Roads

- 21 Any woonerf that provides a through route must accommodate through traffic with 18 ft wide travel area and an additional 7 ft of width, if parallel parking is desired. Street trees shall also be placed along the looped woonerf to frame it. This will be reviewed with the Utility Permit.
- 22 Where parking is prohibited, the woonerfs shall be signed "No Parking - Fire Lane" prior to issuing a Certificate of Occupancy for any unit along them. This will be reviewed with the Utility Permit.
- 23 Curbs are not allowed on woonerfs except adjacent to parking, where surrounding grades cannot accommodate inverted crown drainage, or as approved by the Responsible Official. Sheetflow from the woonerf to surrounding landscape is not allowed. All curbs shall be vertical; no extruded curbs are allowed. If curbs are necessary for both parking and stormwater, the placement of the curb should be consolidated. This will be reviewed with the Utility Permit.
- 24 Prior to issuance of Building Permits, site design of the houses fronting on any woonerf, shall limit height or presence of elements (e.g. walls, landscaping) directly abutting the woonerf that would inhibit drivers and pedestrians (especially small children) exiting lots from seeing each other.
- 25 The retaining wall in Tract B must be: 1) set off 2 ft from the woonerf's edge, 2) provide fall protection and vehicular guardrail, 3) reduced in height to 4 ft unless a Critical Area Study is performed and approved, and 4) designed in such a way to be visually interesting and a positive contribution to pedestrians, such as the appropriate articulation and design of the wall

surfaces, plant material climbing and trailing, and appropriate hand rails/fall protection. This will be reviewed with Utility Permit.

- 26 Eliminate the wall in Tract D, if possible. If the wall cannot be eliminated, it must be designed in such a way to minimize its impact on woonerf functionality and be visually interesting and a positive contribution to adjacent pedestrians. This would require careful selection of wall material, articulation, and design of the wall surfaces, plant material, and fall protection, if necessary. The City will determine the appropriateness of public ownership when more is known about the wall. This will be reviewed with Utility Permit.
- 27 Driveways from vehicular routes such as woonerfs and alleys which provide primary emergency service access routes shall provide at least 18 feet of length on the lot if the driveway will be used for parking. Driveways from alleys which do not provide emergency access shall provide at least 16 feet of length on the lot if they will be used for parking. Driveways which are not intended for parking must be less than 8 feet in length to clearly indicate they do not accommodate parking. This will be reviewed with Building Permits.
- 28 On the Final Plat, vehicular routes providing fire and emergency service access must have approved names. Address kiosks, in locations approved by the Responsible Official, must be provided to assist emergency personnel in locating homes, or other techniques approved by Eastside Fire & Rescue and the Responsible Official. The kiosks shall be lit and have numbers/letters approximately 6 inches in height. The final location and design shall be approved by the Responsible Official, and shown in the Utility Permit. The applicant will work with the Responsible Official to determine if address kiosks can be co-located with mail kiosks to create public gathering spots and amenities. All portions of the townhouses within this plat must be within 150 ft (as the hose lays) of a road or alley designed for fire service. In some cases walkways will be approved as substitutes. This will be reviewed with Utility and/or Building Permits.
- 29 The Applicant shall provide a Neighborhood Walk trail to connect from the end of the woonerf by Lot 24 to 25th Avenue NE. The applicant is strongly encouraged to provide a Neighborhood Walk Trail between Division 95 and Division 96. These will be reviewed with the Utility Permit.
- 30 Front loaded lots (Lots 1-4 and 21-23) have the following driveway width limitations:
 - Lots 35 feet in width or narrower, driveways shall be limited to 18 feet in width on-site.
 - Lots 20 feet in width or narrower, driveways shall be limited to 10 feet in width on-site.In addition to the driveway widths specified above, there may also be 2-foot wings on either side of the driveway. This will be reviewed with the Building Permit.

Appendix S: Urban Design Guidelines

- 31 Incorporate children as an integral user of the open space, including varied opportunities for children's play. This will be reviewed with Utility Permits as well as the Administrative Site Development Permit for the open space Tracts.
- 32 Somewhere on site, preferably within Tract C, the plat will provide a relatively flat area of a minimum 1000 sq.ft. Flat is defined as 2-3% maximum slope. This will be reviewed with the ASDPs for these tracts as well as Utility Permits.

-
- 33 Lots 5-20 must have their “fronts” to Tracts E, by providing: a) a front door facing the park, b) a front walkway to and from the trail in the open space, c) a façade which through design and detailing conveys it is the front of the house. Lots 27-38 will be designed to create the perception that the east side is the front of the unit and sense of entry at the eastern end of the lot, providing a strong relationship to the trail in Tract C, from which they have their pedestrian access. If a builder or homeowner desires low fencing or landscape along the park property line or adjacent to the main park walkway, it must be less than 42 inches in height. This will be reviewed and/or conditioned with the Building Permit.
- 34 Homes across the woonerf from Lots 1-4 shall have architectural treatment to minimize their presence, such as a combination of trellises, elements overhanging garages, and recessed garages. In addition the rear of the homes shall have architectural detailing and materials consistent with the street face of homes elsewhere in the plat. This shall be reviewed with Building Permits for Lots 5-8.
- 35 All building facades shall be designed with detail and interest. Blank walls shall be avoided, especially where visible from off-site; if necessary, articulation or other features will be provided. Appropriate articulation and features could include doors, windows, building articulation, and/or other architectural features to create a visually interesting environment. This will be reviewed with Building Permits.
- 36 Design and placement of the above ground facilities, such as buildings, walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. On construction permits, utilities and their necessary easements shall be shown. This will be reviewed with Utility Permits.

Appendix T: Trails

- 37 All pedestrian routes, except for those providing access to 1 or 2 residences, shall be constructed in a hard surface such as concrete or pavers (not asphalt or gravel). (Those serving 1-2 residences may be hard surface but the material choice is up to the builder and ARC.) Trails in Tract A and C shall be designed as Neighborhood Trails, except the trail by Lot 24. The trail by Lot 24 and in Tract B, if provided, shall be Neighborhood Walks. All exterior staircases and paths shall be at least 6 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc...except paths may be 4 ft wide when they serve individual front doors or to no more than two entries. There shall be at least two steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width. Sidewalks, trails, and paths 15% and over shall use stairs to negotiate the grade. This will be reviewed with Utility and/or Building Permits.
- 38 At the time of Final Plat, private tracts that contain trails or sidewalks shall provide access easements in perpetuity to the City, if the tracts containing the trails or sidewalks are privately owned.
- 39 Trails must be complete prior to the first Certificate of Occupancy for dwelling units served by the trail. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.

Appendix U: Parks, Plazas, Woonerfs

- 40 Open space tracts A, B, and C must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling units adjacent to the park or open space. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.
- 41 Any area in this plat whose primary purpose is open space, whether cleared or not, or any other area impacted by the work necessary to construct this plat, shall be landscaped to prevent erosion and to enhance the overall appearance of the community. Landscaping shall include groundcovers, shrubs, and possibly trees (based on the size of the area to be restored). This will be reviewed with Utility Building Permits.

ATTACHMENTS:

- A. Action Memo 03-16-09 (MJM) Division 95 development standards
- B. North Park Preliminary Plat Approval Condition Status (PP02-003IH)
- C. Appendices A & S excerpts
- D. City of Issaquah Comprehensive Plan excerpts
- E. Public Comments
- F. Preliminary Plat Package:
 - Narrative
 - Plat Drawings, Shts 1- 5, dated January 23, 2012

cc: Keith Niven, MDRT Program Manager
Dan Ervin, MDRT Engineering Consultant
Jeff Werre, Eastside Fire and Rescue
Keith O'Brien, Taylor Homes
David Cayton, Core Design
Irma Doré, Port Blakely Communities
Vicki Stier, Port Blakely Communities

Action Memo

Major Development Review Team

Project: **Issaquah Highlands**

Memo No. **03-16-09 (MJM)**

Date: **March 16th 2009**

Event: **Division 95 Planning**

Sponsor: **MDRT**

Summary of Action:

For Development purposes, Division 95 will be developed consistent with adjacent Subareas (1N8-B and 1N9-C).

Rationale:

As illustrated by the September 12, 2004 Development Subareas Plan prepared by David Evans and Associates Inc., Division 95 is not in a Land Use Subarea (as defined in the Development Agreement) and a subarea must be extended to cover the property for building construction.

As the last parcel to develop east of the BPA corridor and as an affordable housing parcel, it is important that development on Division 95 blend in with adjacent housing. The densities for Divisions 96, 80 and 90 are 16, 11, and 10 du/ac respectively. Therefore, Division 95 should be allowed the 2-20 density category consistent with 1N8-B and 1N9-C.

Water and sewer service have been extended to Division 95 and they each have the capacity to provide service to as many as 200 units on that Division. Pipelines and offsite capacity have anticipated as many as 200 units.

Stormwater service has been provided to Division 95 from the NPE stormwater ponds and has been sized to support 80% impervious area on Division 95 (stormwater service is not based on # of units but rather impervious area).

A roadway serves the eastern street frontage on Division 95 and it is assumed a new internal street will be provided with development to service the units that are constructed there. There are more than 200 peak-hour trips available in the offsite roadway network.

Mike Martin, MDRT Assistant Planner

Date

Distribution:

Keith Niven, MDRT Program Manager

Dan Ervin, MDRT Consulting Engineer

Kathy Burnaman, Port Blakely Communities

AM02-015IH Project File

Attachment B: North Park Preliminary Plat Approval Conditions (PP02-003IH)

The following are the Final Adopted Approval Conditions for the North Park plat. As Division 95 was part of this plat, these conditions may apply to the Division 95 plat as well. All North Park conditions are reproduced below, followed in italics by their status and/or applicability to the Division 95 plat. The Staff Report, under Background, includes any conditions which should be applied to the Division 95 plat.

1. Prior to Utility, Building, or Final Plat permit submittals, the applicant must submit and receive approval for an Administrative Minor Modification to adjust the boundaries for the Development Sub-Areas included in this plat, and to confirm proposed densities.
This condition has been completed previously.
2. The portions of wetland buffer for wetland NF10 within lots 45 and 46, Division 94 shall be removed from the lots and placed in the adjacent critical areas tract.
This condition does not apply to Division 95.
3. The portion of the secondary emergency access/trail to the western plats which crosses the small portion of the wetland NF10 wetland buffer shall be appropriately constructed to minimize clearing and construction impacts. The access shall be built in accordance with the multi-purpose (critical areas) trail section in Development Agreement Appendix T, and any additional required drivable margins shall be limited to stabilized geoblock planted with appropriate plantings. Mitigation for the crossing shall also be evaluated.
This condition does not apply to Division 95.
4. Prior to final plat for any division which uses the northwestern detention ponds, the applicant must demonstrate that the detention ponds may be designed to comply with Appendix D, Division II Project Storm Water Design Standards, Section H Coal Mine Hazard Areas or submit a Critical Area Study that physically demonstrates that no coal mine-related impacts are probable. If a Critical Area Study process is used, a special public meeting to obtain public comment shall be provided prior to a decision on the Critical Area Study.
This condition has been completed previously.
5. A portion of the northwestern pond west of the BPA is shown partially intruding on the steep slope buffer. The pond shall be reconfigured to remain outside of the steep slope buffer/setback area, or the buffer may be reduced pursuant to a critical areas study per Appendix E, Section 24(A)2.
This condition does not apply to Division 95.
6. Prior to utility or building permit approval, further investigation of the potential slope instability shall be performed to assess the extent of the postulated hazard area and the risk of further movement.
This condition does not apply to Division 95.
7. All utility lines shall be designed to prevent the transmission of ground water to the potential slope instability.
This condition does not apply to Division 95.

8. Prior to issuance of Utility Permits for areas including critical areas, permanent survey stakes shall be installed in the field that delineate the boundaries of all critical areas.
This condition has been completed previously.
9. The use of hazardous or toxic substances and pesticides or certain fertilizers is prohibited in the 15' BSBL from stream and wetland buffers and the lots adjacent to the property line north of Divisions 84 and 91; organic, slow-release fertilizers are permitted.
This condition does not apply to Division 95; however, a similar condition was placed on the plat. See Appendix E, Critical Areas.
10. Prior to occupancy of any adjacent divisions or lots adjacent to critical areas, permanent signs identifying the type and value of the critical area shall be installed. A signing proposal shall be approved by the Responsible Official.
This condition applies to Division 95 and the relevant portions of this condition are addressed under Background, PP02-0031H, and Appendix E, Critical Areas.
11. During any plat-related construction activities within 100 feet of any Critical Area boundary, the applicant shall hire an independent qualified professional acceptable to the Responsible Official to be on-site to ensure construction activities do not exceed the limits indicated on these approved plans. Following construction in these areas, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the construction activities were maintained within approved limits. This affidavit shall be submitted to the MDRT prior to the approval of any Utility or Building Permits for the area in question.
This condition applies to Division 95 and the relevant portions of this condition are addressed under Background, PP02-0031H, and Appendix E, Critical Areas.
12. The sewer and water lines running through Tracts DM and DE, and the water line in Road U, shall be relocated to the parallel alleys serving the adjacent houses.
This condition does not apply to Division 95.
13. All tracts (except tracts DE, DN, and DV) containing landscaping improvements (except parks tracts designated by the Master Parks and Open Space Plan) must be completed by the final inspection for the last adjacent unit, or upon 60% occupancy of the surrounding division(s), whichever occurs first.
This condition does apply to Division 95, but a similar condition tailored to this specific plat has been provided instead.
14. The mini-parks located within Tracts DE and DN shall be completed prior to City approval of building permits for 40% of the surrounding Park Service Area.
This condition does not apply to Division 95.
15. Tract DV shall be revised to include adequate area from Tract DP so that a total of 10 acres can be provided within Tract DV. Alternatively, an additional park tract may be created which provides the required additional area.
This condition does not apply to Division 95.
16. The open space area on the revised plan for Division 91 (Attachment 2) shall be created as a tract at the time of final plat.
This condition does not apply to Division 95.
17. Pending approval of an amendment to the Three Party Agreement, to allow forty acres off site to be used as replacement open space for forty acres which would otherwise be provided within the Highlands, no clearing, development or final platting of Divisions 92-94 shall occur, except that

stormwater detention facilities which comply with passive open space requirements may be permitted, subject to an approved Critical Areas Study.

This condition does not apply to Division 95.

18. A condition shall be placed on the face of the final plat which requires the payment of mitigation fees per the School Mitigation Agreement (A.F.N. 9508160202).

*This condition applies to Division 95 as it contains residential development; see **Main Body of the Development Agreement**.*

19. Overall, future platting and development for areas taking access from Park Drive east of the BPA corridor (which includes this plat) is limited to land uses that generate no more than 15,000 ADT, unless otherwise approved by the Responsible Official.

*This condition applies to Division 95 as it contains development which generates traffic; see **Appendix H, Roads**.*

20. Prior to engineering plan submittal, further consideration shall be given to modifying Road 7 (west of the intersection with Road K), Road K, Road J, Road N, Road P, Road Q and Road R to be Residential Street 1's, based on circulation, function, and adequacy of fire access.

This condition does not apply to Division 95.

21. The width of Road M shall be reduced to match the width of an approved cul-de-sac street standard. If the cul-de-sac bulb is not needed for fire access, it shall be reduced in size to a scale appropriate for residential access.

This condition does not apply to Division 95.

22. Adequate fire access shall be provided to Lot 7, Division 90, and Lot 41, Division 83, by means of the adjacent alleys including a section of fire access at the alley end which is adequate to stage a fire truck. This staging area shall be signed - "No parking - fire lane". All other alleys except the alley discussed in Condition 27 shall be a paved surface 12' wide.

This condition does not apply to Division 95.

23. The Road J/25th Avenue intersection shall be adjusted so that Road J is at a right angle "T" with 25th Avenue. The remaining space south of the intersection shall be left as open space.

This condition does not apply to Division 95.

24. Alley J shall be deleted at the landscape tract crossing of Tracts DL and DY, resulting in one unified tract.

This condition does not apply to Division 95.

25. Prior to engineering plan approval for Road Y as a one lane street, an AMM must be approved.

This condition does not apply to Division 95.

26. The woonerf proposed as part of the revised plan for a portion of Division 91 (Attachment 2) shall be subject to the woonerf standards of Appendix U.

This condition does not apply to Division 95; however, a woonerf is proposed with this plat. It has received a separate review; see Appendix H, Roads.

27. The portion of the alley proposed as part of the revised plan for a portion of Division 91 (Attachment 2) which provides fire access to lots 13-17 shall be 15' of paved surface with landscaped geoblock on the outside 1.5'. This section shall be signed "No parking - fire lane".

This condition does not apply to Division 95.

28. The road section of Road I where it crosses the Wetland NF10/West Fork Pole Creek complex shall be reduced to the minimum necessary to limit impacts on the wetland. The resulting section shall eliminate on-street parking and the planter strips, but maintain the sidewalks. This reduced section will require an AMM.

This condition does not apply to Division 95.

29. Prior to engineering plan approval, written permission shall be received from the Bonneville Power Administration for all activities proposed within their easement area. If approval is not granted for access to the western portions of the plat, an alternative access must be identified, or this area shall not be subdivided.

This a similar condition for work within the BPA has been applied to Division 95; see Appendix D, Stormwater and Appendix G, Sewer.

30. Road X shall be reduced to an 18' two way travel lane with a neighborhood trail on one side for pedestrian access. Street trees shall be provided on the non-trail side of the street. An AMM for this section shall be approved prior to engineering plan approval. Critical areas review will be necessary for any portion of trail which runs in the wetland buffer. Fencing shall be provided between the trail and wetland area.

This condition does not apply to Division 95.

31. The Division 93 loop shall be constructed as a Residential Street 2, with no sidewalk or planter strip on the tract side of the street. An AMM for this deletion is required prior to engineering plan approval. The need for prohibiting parking at the ends of the loop (to provide a fire staging location) shall be evaluated through engineering plan review.

This condition does not apply to Division 95.

32. At no time shall any portion of the plat with more than 100 lots (at time of occupancy) be served by only one emergency service access.

This condition does not apply to Division 95 as an interconnected roadway network is in place providing several routes to the property.

33. When the ROW is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary.

*This condition applies to Division 95 as it contains rights-of-way; see **Appendix H, Roads**.*

34. At Final Plat, Tracts DO, DS, DM, DG, DH, and DE, and the tract created as part of the revised plan for Division 91, shall be described to provide access, not just open space, and allow public access in perpetuity through these if privately owned. These tracts shall provide front door access to adjacent lots via a sidewalk or other non-asphalt walkway.

This condition has been completed previously.

35. The trails shown in Tracts DU and DQ shall either be constructed, or signs posted notifying future residents of the potential trail, prior to occupancy.

This condition does not apply to Division 95; however, a similar condition has been applied to Division 95.

36. In single family divisions, lots 45 feet or less in width shall limit the driveway cut to 16 feet within the right-of-way; in addition to the 16 feet of driveway width, 2 foot driveway wings are allowed on either side of the drive.

*This condition applies to Division 95, however it has been modified to address the specific circumstances of this plat. See **Appendix S, Urban Design Guidelines**.*

37. Generally, lots shall have direct pedestrian connections to the sidewalk system. However, factors such as grade, lot width, etc. could result in walks connecting to the driveway. In any case, the front door and the route to it shall be evident from the street.

*This condition applies to Division 95, however it has been modified to address the specific circumstances of this plat. See **Appendix A, Goals and Objectives.***

38. Stairs, or some other mechanism to ensure access to the 25th Avenue on-street parking, shall be provided in the landscaping plans for Tract DG.

This condition does not apply to Division 95.

39. Tract DL and the landscape island in the Road 5/25th Avenue traffic circle shall be designed to provide a prominent view terminus to Road 5.

This condition does not apply to Division 95.

40. The west end of Tract DN shall be designed to provide a view terminus to Road U. A feature such as a gazebo or raised plaza shall be provided within Tract DN to take advantage of views to the Olympics, down Road U.

This condition does not apply to Division 95.

41. Grades in the vicinity of Tract DM shall be further evaluated to reduce the degree of shading created by the current plan. Consideration shall be given to reducing the lot sizes of lots 46-50 to increase the tract width to the north of these lots.

This condition does not apply to Division 95.

42. The design of Division 90, Lots 7-9, shall be reworked to reduce potential privacy impacts of the narrow tract panhandle separating the lots. This may result in reconfiguration of this area or the loss of lot 9.

This condition does not apply to Division 95.

43. Prior to application for the first building permit within a phase, mailbox locations shall be determined. Mailboxes shall be appropriately located to be convenient to pedestrian paths, minimize privacy impacts on nearby residences, and avoid reducing the quantity of on-street parking.

*This condition applies to Division 95; see **Appendix S, Urban Design Guidelines.***

44. Prior to final plat, resolution of the design and location for stormwater outfalls shall be reached.

This condition has been completed previously.

45. The plat drainage plan must be configured to comply with the individual sub-basin requirements, or demonstrate that the proposed design meets or exceeds the intent of the sub-basin requirements.

This condition has been completed previously.

46. Clean storm water from lots adjacent to wetlands will be collected via lot drains, and where practical shall be discharged to the adjacent wetland.

*This condition applies to Division 95, however it has been modified to address the specific circumstances of this plat. See **Appendix D, Stormwater.***

47. Each Utility permit must include a tabular list of previously permitted impervious surface and proposed impervious surface. Utility permits will not be approved until sufficient storm water facilities have been permitted to support the proposed impervious surface in each utility permit. The City will not accept roadways until the storm water facilities have been constructed.

This condition has been completed previously.

48. The storm water system will be designed to route flows to the infiltration system and also directly to the North Fork Issaquah Creek. In addition, the system will include the controls necessary for management of the discharge in the case of hazardous spills to facilitate the cleanup.
This condition has been completed previously.
49. A comprehensive storm water plan, addressing drainage in the plat, must be approved by the MDRT prior to final plat approval.
This condition has been completed previously.
- 49a. The City and Port Blakely Communities shall cooperate to achieve builder utilization of the Issaquah Highlands green building program.
*This condition applies to Division 95, however it has been updated by subsequent commitments between the City and Port Blakely Communities. See **Appendix A, Goals and Objectives**.*
50. The final grading and storm water drainage plan shall be submitted for review and approval by the MDRT. If a review and approval is necessary by King County, the permit and conditions, if any, shall be provided to the MDRT prior to construction.
This condition has been completed previously.
51. The water system shall be designed such that three pressure-reducing valves (PRVs) shall supply the 1,000 Zone from the 1,242 Zone.
This condition has been completed previously.
52. Dual waterlines and dual PRVs for Divisions 92, 93 and 94 may be located within Road I as long as they are constructed as separate and redundant facilities. (I.e. opposite sides of the street.)
This condition does not apply to Division 95.
53. Building permits for combustible construction may be issued as soon as the 1,242 reservoir is on-line, full of water, and the water mains serving any specific parcel are connected to the 1,242 reservoir. Building occupancy may not occur until the 742 Pump Station is complete and the water system is complete and operational.
This condition has been completed previously.
54. In the areas where the water and sewer pipelines must cross the BPA corridor, they shall be protected from galvanic corrosion that might be induced or aggravated by the RF from the overhead high-voltage power lines. Specific design details must be included with the utility plans to mitigate or prevent pipe corrosion and premature pipe failure.
*This condition applies to Division 95; see **Appendix G, Sewer**.*
55. Dry utilities may be a source of transmitted groundwater and the design of the conduits shall comply with the conditions noted in the Critical Area section of this report, concerning the potential Landslide Hazard Area.
This condition does not apply to Division 95.
56. Port Blakely shall amend the soil adjacent to the buffers around the wetland next to Division 84 with one foot of topsoil and then hydroseed this area.
This condition does not apply to Division 95.
57. The Glacier Ridge Partnership shall design and construct the stormwater system for the North Park plat so as not to discharge stormwater directly onto Mr. Schaub's property or to a location that will then drain over his property. The stormwater system will be designed to bypass Mr. Schaub's property.
This condition does not apply to Division 95.

ATTACHMENT C: APPENDIX A and APPENDIX S

Appendix A: Goals and Objectives, Excerpts

Goals and Objectives:

In addition to the Principles provided within the Staff Report, Appendix A also contains Goals, Objectives and text describing the project's vision. Attachment B contains excerpts to illustrate and guide how the proposal contributes to that vision, unless a condition is required, then the text would be noted in the Staff Report.

Community Character

A. Objective: Create a pedestrian friendly and socially gregarious public realm in balance with individuality and privacy. *Dominance of the automobile in street design, commercial site planning, and even home design has severely and negatively impacted the social quality of our public realm. The negative perception of fast roads, garage dominance of streetscapes, and large surface parking lots between street and storefront is evidenced in Issaquah's and other regional visual preference surveys. In general terms, fulfilling this objective means: Creating residential streetscapes that emphasize front porches, community serving retail that resembles traditional small town main street, and transit hub mixed use that focuses on pedestrian plazas. Narrow slow streets and curbside parking in conjunction with parkways, street trees and sidewalks should be encouraged. Fast, no parking collector roads, surface parking lots, and garages projecting in front of homes should be discouraged.*

Alleys keep garages off streets and allow even narrow lot homes to present a gracious street elevation. Streets are more promenade than motorway and front porch living returns.

A COMMUNITY FOR ALL AGES

A. Objective: Provide for safe mobility and activity within Grand Ridge by all ages. *Walks, bikeways, and community shuttles should be given priority in circulation design and extend access to all of Grand Ridge for non-driving age groups. ... Children's neighborhood play areas should be overlooked by many windows.*

NEIGHBORHOOD HUBS

Goal: Encourage focal points and gathering places within neighborhoods, including opportunities for convenience retail, hospitality, community and recreation facilities.

A. Objective: Provide locations for community gathering places for public enjoyment and community activities. *... Garden courts, mews and promenades can provide pedestrian access to adjacent buildings and open onto the street.*

A CIVIC FOCUS TO PUBLIC, CULTURAL, RELIGIOUS AND COMMON FACILITIES AND COMMUNITY GATHERING PLACES

B. Objective: Locate child care, elementary schools, and lower intensity use park areas so that they are integral with residential neighborhoods.

A CHAIN OF SMALL PARKS AND COMMUNITY GATHERING PLACES

Goal: Provide both natural open space and active park areas within close proximity to all residents. *With clustering and increased density, we can provide a much greater proportion of nearby open space for residents. This open space must not only be near, but accessible. We also create a greater need for common play areas and gardens as we reduce the individual family's private yard areas. Parks should be*

within walking distance of residents. This requires a clearly defined parks policy that gives as much priority to small neighborhood play areas and gardens as it does to large region serving fields for organized sports.

A. Objective: Encourage tot lots, pocket parks, and neighborhood parks in convenient locations to serve all residents of Issaquah Highlands. *While providing children's play areas, viewpoint destinations for daily walks, or flower displays placed and maintained by community horticulture clubs, these parks can give unique focal identity to individual neighborhoods. Private play and garden courts may be shared by clusters of single or multi-family residents.*

C. Objective: Make Issaquah Highlands' surrounding open space accessible to residents.

D. Objective: Minimize neighborhood impacts created by general public access points to surrounding open space.

A VARIETY OF HOUSING OPPORTUNITY & NEIGHBORHOOD CHARACTER

Goal: Provide housing opportunities that serve a broad range of age, family makeup, lifestyle and income.

A. Objective: Offer a wide variety of residential types and densities within individual development areas and encourage neighborhood builders to broaden their offerings.

C. Objective: Encourage housing configuration and architectural design that creates a pedestrian friendly, gregarious and sociable public realm.

Small Lot Single Family, Clusters, Courtyards and Commons

Courtyard neighborhoods cluster a small group of homes around common auto courts, entry courts, lawns, gardens, or play ears. They encourage social interaction. They increase resident involvement because common area responsibilities are shared by a very small group as opposed to a larger more anonymous association.

Small Lot Single Family, Narrow/Deep Lots with Alleys

Alleys keep garages off streets and allow even narrow lot homes to present a gracious street elevation. With resident traffic primarily in the alleys, streets are more promenade than motorway and front porch relaxing can be a pleasurable and sociable option to the back patio. Indeed with alley garages, homes may front on a common green, a "Woonerf" street (auto/delivery truck accessible streets whose design, scale and dominant use is pedestrian) or an exclusively pedestrian path.

Circulation

Goal: Plan circulation to provide convenient and safe bicycle and pedestrian access, and accommodate public transit.

A. Objective: Circulation at Grand Ridge should give priority consideration to bikes, pedestrian and intra and regional transit. *Residential neighborhood streets will feature just adequate travel ways and on-street parking, street trees in parkways will separate travel ways from sidewalks.*

Goal: Neighborhood streets should be designed not just to provide safe and convenient access for vehicles and pedestrians, but to be an integral part of the character of each neighborhoods sociable public realm.

A. Objective: Neighborhood streets at Grand Ridge should be as narrow as possible and still maintain adequate travel ways, safety and service vehicle access, and on street parking.

B. Objective: Grand Ridge neighborhood streets should provide safe and attractive designs where the whole composition of streets, trees, parkways, walks, front yards and front porches define and contain a common space for residents to stroll, meet, play, and socialize.

APPENDIX S: Urban Design Guidelines, Summary of Relevant Portions

The following is a summary of the general guidelines related to this project as well as features which are encouraged in the Neighborhood Types as well as the Multi-Family District.

- **Circulation** should be safe and comprehensible. Streets should provide safe, attractive, and interconnected designs where the composition of street, landscaping, and sidewalks or paths define a common space for walking, meeting, playing, or socializing. Individual streets should be as narrow as practicable and encourage low travel speeds while maintaining adequate travel ways and emergency and service vehicle access. The character of the street should compliment abutting uses. Dead-end streets should be reserved for special situations. On-street parking should be provided for guests and visitors. Bicycle lanes and low-volume streets should be planned to provide an interconnected system of bicycle routes.
- An interconnected **pedestrian system** of sidewalks, trails, and paths should provide for continuous routes through and between neighborhoods. The primary pedestrian circulation system at Issaquah Highlands coincides with the street system since sidewalks are a required element of all streets. Where the street system does not provide a continuous pedestrian route, trails may provide the pedestrian connection. By interconnecting at various locations, the trail system should provide continuous pathways through the community. The trail system should provide for a variety of experiences such as through wooded areas, parks, residential neighborhoods, and commercial and shopping areas, and along wetlands and storm water collection ponds. Individual trail elements such as the surface materials and landscaping should be related to the anticipated use, the character of the surrounding area, and safety and maintenance considerations. Trails should minimize construction impacts on the environment by utilizing existing pathways, combining, with other pedestrian routes, and meandering through critical area buffers.
- **House and Garden** neighborhoods regain much of the aspects of traditional neighborhoods with buildings set in park-like lawns. Neighborhood streets discourage high speed vehicular travel through the use of alleys, streets of varying lengths, and combinations of straight and curved streets, and on-street parking. These neighborhoods use techniques to lessen the impact of garages on the street such as alleys.
- **Multi-Family District:** The multi-family district should fit in with the surrounding neighborhood. Project service areas should be placed away from living units and appropriately screened. Parking areas removed from the street are encouraged. Wide, straight streets are discouraged. Blank walls should be adorned and landscape used to provide visual interest.
- **Woonerf:** A Dutch term for a surface shared by pedestrians and vehicles. It is primarily a pedestrian dominated walkway and gathering space and secondarily a local street, where low speed vehicular travel is desired. Curbs are discouraged.
- **Hillside Overlay:** Use streets that run parallel to the hillside with paths located between building to provide public pedestrian connections.
- **Social Gathering Places:** The purpose of the social gathering places is to create cohesiveness and continuity within the entire urban area while also providing points of delight and surprise.

These are the places that we gather, that we use as landmarks, and that provide a unique identifiable character within neighborhoods. They may be large or small but regardless they create a means of locating oneself within the larger village environment.

- **Limited Use Open Space and Parks:** These are gems which add richness to the community experience.

ATTACHMENT D: City of Issaquah Comprehensive Plan

Land Use

GOAL: Establish a pattern of development that maintains and enhances the quality of life within the community by:

1. Protecting Issaquah's natural environment and scenic beauty;
2. Creating a diversity of high quality places to live, work, shop and recreate;
3. Providing for active public participation;
4. Requiring provision of the City's level of service for public services and public facilities and concurrent transportation facilities as a requirement of development approval within the City's Urban Growth Area;
5. Requiring multi-modal transportation as a key to a successful land use pattern which emphasizes pedestrian orientation, supports transit service, reduces the consumption of land and concentrates development;
6. Annexing areas within the City's Urban Growth Area to ensure compatibility with City standards and development regulations while providing for provision of the City's level of service for public services, public facilities and concurrent transportation facilities.

OBJECTIVE L-1: Natural Environment and Amenities: Land uses within the City shall maintain and enhance the natural environment and amenities of the City and surrounding area.

OBJECTIVE L-3: Neighborhoods: The City's residential areas shall reflect a variety of neighborhood types, lifestyles and community amenities.

OBJECTIVE L-4: Activity Areas: Encourage a mix of commercial, cultural, civic and residential uses that reinforce the community vitality of the commercial, office and service areas which make up the City's Activity Area.

OBJECTIVE L-5: Regional Coordination and Annexation: Use the Countywide Planning Policies as a basis for regional coordination and land use decisions. Pursue the annexation of the City's Potential Annexation Areas to accommodate the City's projected growth, apply the City's development and environmental regulations, and provide efficient services to the Issaquah community.

OBJECTIVE L-6: Adoption and Amendments of Land Use Designation Map and Comprehensive Plan: The City shall identify a variety of land uses and zoning districts which provide a balanced community in which to live, work, shop and recreate.

Housing

GOAL: Encourage the availability of housing for all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

OBJECTIVE H-1: Housing and Neighborhood Character: Promote a variety of housing types and densities throughout the City that promotes different existing and future neighborhood types such as traditional, suburban, and mixed-use neighborhoods.

OBJECTIVE H-2: Housing Supply and Affordability: Facilitate the opportunity for all residents to purchase or rent affordable, safe, clean and livable housing by determining the needs of residents and directing new housing, rehabilitated and preserved housing, and assisted housing to where housing is most needed.

OBJECTIVE H-3: Special Needs Housing: Promote housing opportunities for residents with special housing needs such as senior housing, group homes and foster care facilities.

OBJECTIVE H-5: Housing Safety and Compatibility: Promote environmental protection and housing safety by locating housing away from environmentally sensitive areas and other incompatible land uses and activities.

OBJECTIVE H-7: Regional Resources: Explore all possible means for cooperating at a regional level to address the City's housing needs, be it planning or leveraging regional and national housing resources.

Transportation

GOAL: To provide a variety of motorized and pedestrian transportation systems that facilitate the safe and efficient access and mobility of traffic and people.

Parks and Recreation

GOAL: FOSTER AND SUPPORT THE STEWARDSHIP OF HUMAN AND NATURAL RESOURCES THROUGHOUT OUR COMMUNITY, IN THE FORM OF PARKS, OPEN SPACE AND RECREATION, TO SERVE THE VARIETY OF NEEDS FOR THE RESIDENTS OF ISSAQUAH AND THE SURROUNDING AREA.

OBJECTIVE P-2: Visual Environment: Preserve and enhance the beauty of Issaquah through Issaquah's park system.

OBJECTIVE P-3: Future Generations: Ensure Issaquah's park system has a strong orientation towards providing for future generations.

OBJECTIVE P-4: Accessibility: Make Issaquah's park system easily accessible by as many user groups as possible.

OBJECTIVE P-5: Service and Management: Ensure Issaquah's park facilities are safe and well managed.

OBJECTIVE P-7: Partnerships: Pursue partnerships with schools, businesses, developers, user groups and neighborhood groups in order to provide and manage parks, open space and recreation facilities, services, maintenance and security.

OBJECTIVE P-8: Regional Coordination: Participate in coordination and cooperation on a regional basis to provide effective and efficient parks, open space and recreation services and facilities for the greater Issaquah area.

Utility and Public Services

GOAL: 1. Facilitate the development of all utilities and public services at the appropriate levels of service to accommodate Issaquah's planned growth.

OBJECTIVE U1: Service Provision. Ensure that utility services are available to support development that is consistent with the Land Use Plan.

OBJECTIVE U2: Water. Provide for the City's long term water needs by: protecting the aquifer, providing reliable levels of service, including water for domestic use and fire protection, and ensuring future water supplies by pursuing additional sources, as well as conservation and reuse measures.

OBJECTIVE U3: Sewer. Provide and maintain a sanitary sewer collection system that protects public health and safety and water quality through implementation of the policies within the Comprehensive Sewer Plan Update (10/92 and subsequent updates).

OBJECTIVE U4: Storm Water. Manage the quantity and quality of storm water runoff to protect public health and safety, surface and groundwater quality, and natural drainage systems through implementation of the Comprehensive Floodplain and Drainage Management Plan (1/93 and subsequent updates) policies.

OBJECTIVE U5: Police and Fire Protection. Provide for the City's current and future police and fire protection and emergency medical service needs by evaluating the effect that growth and land use decisions will have on these services and ensuring that adequate provisions are made to accommodate the demands of new development.

OBJECTIVE U7: Solid Waste Management. Manage the collection and disposal of solid waste, inclusive of garbage, recyclable materials and yard debris, in order to protect public health and safety, provide efficient and reliable levels of service and preserve environmental quality through pollution prevention and resource conservation. Encourage solid waste reduction, reuse and recycling throughout the City and with new construction and development.

Economic Vitality

GOAL: Enhance Issaquah's quality of life through balanced economic vitality strategy.

OBJECTIVE EV-3: Concurrency. Plan new development such that adequate public facilities are available to serve new development without decreasing existing community services.

ATTACHMENT E: Public Comment

Public Comment was received by email from the following individuals. Their emails are attached in their entirety.

- Katie Short
- Tad Dobson
- Natalie Dobson
- Todd Sax
- Rubal Rai

Gaila Gutierrez

From: Katie Short [katie.short@hotmail.com]
Sent: Tuesday, February 14, 2012 1:50 PM
To: Gaila Gutierrez
Subject: Comments on Proposed Development

Hello Gaila,

I am contacting you regarding Division 95 plat. The white notice board that has been on the site listed proposed development of 20 residential units, and I understand that the company that Port Blakely is selling the plat to intends to build 38 residential units.

For years this kind of high-density residential housing has been approved throughout Issaquah Highlands. As a resident since 2006, I have original marketing maps detailing all of the planned commercial space that has already been converted to apartments, condos and other residential units. While the land may have been zoned for multiple uses, it is undeniable that Port Blakely has failed to create the commercial development that it promised and in the meantime sold land to be developed as dense residential spaces throughout IH. The result has been a crisis for our community elementary school and horrible traffic.

The standard ratio for planning is a 10:1 of residents to students; IH ratio is currently 10:27. Grand Ridge has been unable to accommodate its entire student population for years even after re-drawing the border to limit households. With all of the classrooms and portables full, entire classes of kindergarteners are bused to other schools; this means that kids can't go to the same school as their older brothers and sisters, kids who could walk to school are driven elsewhere, and families have to deal with the logistics of different school start times and pick-ups. And the population problem is only getting worse - with YMCA, the apartments and other developments filling up, next year the student body is projected to be even bigger, and most if not all of the kindergarten students will be bused to two different elementary schools. The school district's projections have been rendered invalid as Port Blakely continues to develop high-density residential units, and families who moved here specifically for the school have to send their youngest on buses instead.

Partly because there are over 850 students who need to arrive at school at the same time and because everyone needing to exit IH from up the hill is limited to Park Drive, the morning traffic is a nightmare. Traffic is often stopped at a green light on blocks on and around Highlands Drive during rush hour (mornings and evenings) because they are full of cars. Our urban village's narrow streets already have major bottlenecks and frustrating traffic delays, which further dense development will only make worse.

Issaquah Highlands residents do not want or need more residential development AT ALL, much 38 homes crammed into a space behind five town home units and a community home plus the small lot adjacent. I understand that this is only one, small development that is currently adding to the overpopulation of IH* but the direct, negative impact of this continued policy has been felt by most of the residents of IH and we want it to stop. We hope that you reject this development that would further compound the problem and stop approving Port Blakely sell-out of our community.

Sincerely,
Katie Short

* We already will to absorb residents from the following developments: Polygon, Burnstead, Pulte, Discovery Heights, Y, Z Homes, West Highlands, Roanoake Woods, new homes along Harrison & Grand Ridge Estates

Gaila Gutierrez

From: TAD DOBSON [tad.dobson@yahoo.com]
Sent: Tuesday, February 14, 2012 4:23 PM
To: Gaila Gutierrez
Subject: Fw: Re: FW: Comments on Proposed Development

Hi Gaila- I wanted to write you to voice the exact same concerns our friend Katie Short voiced below. Enough is absolutely enough. Our school is overcrowded and the 1 (the only) reason we moved to the Highlands was the school district and Grand Ridge and now our kids are going to be put on a bus to a different school.

We bought our house envisioning what Port Blakely sold us/told us was the neighborhood development plan and now it is entirely different. If this continues we will see a steady flow of families out of the Highlands.....us included.

Please do what you can to stop Port Blakely. And please let us know if there is anything else we can do on our part.

Thanks, Tad Dobson/2901 NE Davis Loop/98029

From: katie.short@hotmail.com
To: gailag@ci.issaquah.wa.us
Subject: Comments on Proposed Development
Date: Tue, 14 Feb 2012 13:50:29 -0800

Hello Gaila,

I am contacting you regarding Division 95 plat. The white notice board that has been on the site listed proposed development of 20 residential units, and I understand that the company that Port Blakely is selling the plat to intends to build 38 residential units.

For years this kind of high-density residential housing has been approved throughout Issaquah Highlands. As a resident since 2006, I have original marketing maps detailing all of the planned commercial space that has already been converted to apartments, condos and other residential units. While the land may have been zoned for multiple uses, it is undeniable that Port Blakely has failed to create the commercial development that it promised and in the meantime sold land to be developed as dense residential spaces throughout IH. The result has been a crisis for our community elementary school and horrible traffic.

I understand that the standard ratio for planning is a 10:1 of residents to students; IH ratio is currently 10:27. Grand Ridge has been unable to accommodate its entire student population for years even after re-drawing the border to limit households. With all of the classrooms and portables full, entire classes of kindergartners are bused to other schools; this means that kids can't go to the same school as their older brothers and sisters, kids who could walk to school are driven elsewhere, and families have to deal with the logistics of different school start times and pick-ups. And the population problem is only getting worse - with YMCA, the apartments and other developments filling up, next year the student body is projected to be even bigger, and most if not all of the kindergarten students will be bused to two different elementary schools. The school district's projections have been rendered invalid as Port Blakely continues to develop high-density residential units, and families who moved here specifically for the school have to send their youngest on buses instead.

Partly because there are over 850 students who need to arrive at school at the same time and because everyone needing to exit IH from up the hill is limited to Park Drive, the morning traffic is a nightmare. Traffic is often stopped at a green light on blocks on and around Highlands Drive during rush hour (mornings and evenings) because they are full of cars. Our urban village's narrow streets already have major bottlenecks and frustrating traffic delays, which further dense development will only make worse.

Issaquah Highlands residents do not want or need more residential development AT ALL, much 38 homes crammed into a space behind five town home units and a community home plus the small lot adjacent. I understand that this is only one, small development that is currently adding to the overpopulation of IH* but the direct, negative impact of this continued policy has been felt by most of the residents of IH and we want it to stop. We hope that you reject this development that would further compound the problem and stop approving Port Blakely sell-out of our community.

Sincerely,
Katie Short

* We already will to absorb residents from the following developments: Polygon, Burnstead, Pulte, Discovery Heights, Y, Z Homes, West Highlands, Roanoke Woods, new homes along Harrison & Grand Ridge Estates

--
Natalie

Gaila Gutierrez

From: Natalie Dobson [natalie.dobson@gmail.com]
Sent: Wednesday, February 15, 2012 6:58 AM
To: Gaila Gutierrez
Subject: IH Lot 95

Hello Gaila,

I, too, am contacting you regarding Division 95 plat. The white notice board that has been on the site listed proposed development of 20 residential units, and I understand that the company that Port Blakely is selling the plat to intends to build 38 residential units. With the IH ratio already at 10:27 it would seem no better time than to just let the neighborhood breathe for a bit. What we are already absorbing in this planned high-density area is felt daily. My husband and I left the city of Seattle in 2006 to raise our now 5yo son, and since another son. As a Seattle Public Schools teacher for over 8 years, education was the number one reason we moved out here. It is disheartening, to say the least that my son will very likely not attend the very school we drive by every morning on our way to preschool. Even after re-drawing the border to limit households Grand Ridge is unable to accomodate our school population.

Issaquah Highlands residents do not want or need more residential development AT ALL, much less 38 homes crammed into a space behind five town home units and a community home plus the small lot adjacent. We understand that this is only one, small development that is currently adding to the overpopulation of IH* but the direct, negative impact of this continued policy has been felt by most of the residents of IH and we want it to stop. We hope that you reject this development that would further compound the problem and stop approving Port Blakely sell-out of our community. Are you willing to simply say no?

We were sold a package by Port Blakely upon choosing to live here and, again, are continually disappointed to see that areas which were originally zoned for commercial have been converted to residential. Although this may not apply to lot 95, enough is enough. Let this community problem solve with what it's currently got. Lastly, I am in disbelief that the school district's projections have been rendered invalid as Port Blakely continues to develop high-density residential units, and families who moved here specifically for the school have to send their youngest on buses instead.

We sure hope to have your support on this.

Sincerely, Natalie Dobson

--

Natalie

Gaila Gutierrez

From: Todd Sax [~~tsax@alliedaak.com~~]
Sent: Thursday, February 16, 2012 12:51 PM
To: Gaila Gutierrez
Subject: RE: my email

Hi Gaila,

Last night I attended a parent meeting for up the coming Kindergarten at Grandridge Elementary School in Issaquah Highlands. The meeting was about the overflow of kids that can't attend the school this year because there isn't enough room at the school! My question to you is why are we building more homes in Issaquah highlands when the current school system can't support our kids?? I also believe there are no new school plans for this area as well! How can you build new homes with more kids and not accommodate them with school space?!

Please let me know your solution for the problem?...

Thanks,

Todd Sax,
Issaquah Highlands Homeowner

Todd Sax
Sales/Owner
Allied Systems Products
13300 SE 30th St, Suite 102A
Bellevue, WA 98005
tsax@alliedaak.com
1-800-877-8038 toll free
206-292-2280 local
206-292-4820 fax

From: Gaila Gutierrez [<mailto:GailaG@ci.issaquah.wa.us>]
Sent: Thursday, February 16, 2012 12:43 PM
To: '~~tsax@alliedaak.com~~'
Subject: my email

Regards,

Gaila Gutierrez

MDRT Business Coordinator
City of Issaquah
425/837-3414

Gaila Gutierrez

From: Rubal Rai [rubalr5@hotmail.com]
Sent: Monday, February 20, 2012 10:13 PM
To: Gaila Gutierrez
Subject: Application # PP12-00001 (South of NE Natalie Way, West of 25th Ave NE)

Hi Gaila,

I live in the townhouse complex that is adjacent to the proposed single family development. I could not tell from the 8.5 by 11 drawing accompanying your letter whether the green space that the townhouse complex backs onto will be retained with the development of the new community.

From what I see on the diagram, it appears that there are 4 lots that would back onto the greenbelt, if not encroach on it altogether. If this is the case, I would like to state my opposition to those 4 lots being developed. I support building of the rest of the community, if the builder is able to find buyers who don't mind living along the power lines overhead.

Thanks for letting me respond to this proposal with my personal input.

Sincerely,

Gurubaljeet (Rubal) K. Rai
2448 24th Court NE
Issaquah, WA 98029

PROJECT NARRATIVE

Division 95 - Parcel B

Preliminary Plat

SEP - 8 2011

Project Overview:

The proposed preliminary plat of Division 95 - Parcel B is located west of 25th Avenue NE/NE Magnolia Street and the Habitat for Humanity and LEO House projects within Division 95. The project is bordered to the west by the BPA easement and to the north by Division 96. Parcel B was created through the Boundary Line Adjustment (LLA10-0031IH) approved on September 9, 2010. Parcel B is 3.54 acres in size and has previously been cleared. The project site slopes away from the Habitat for Humanity and LEO House projects at an approximate slope of 13%. There are several man-made 2:1 slopes on the southern and western edges of the property. There are no identified wetlands or bodies of water located within the project boundaries. However, a wetland has been delineated to the north of the project site, this wetland and its buffer are shown on the Preliminary Plat maps.

The proposed plat consists of 20 single-family detached dwellings. Lots 1 and 2 of the proposed project are located to the south of the LEO house and will be accessed via shared driveway, these homes will function as alley homes and the front porches will face 25th Avenue NE. Lots 3 -12 will be traditional front-loaded garage style homes that will back up to the BPA easement and the multi-purpose trail. Lots 13-20 are located in the center of the project and will be alley-loaded homes. The slope of the project will require that any homes proposed work well with the topography of the site, therefore lots 3-12 will most likely need to be constructed with day-light basements to help with the grade transition. The alley loaded homes will also need to step with the topography and may take up slope through garage steps and also steps from the front porch.

Roadway System:

Access for the homes will utilize two main components, the main woonerf that loops through the project or the existing alley behind the Habitat for Humanity homes. The woonerf will extend from NE Logan Street to the south, loop through the property and join with NE Mulberry Street to the north. The alley will run north to south and connect from NE Logan Street to NE Mulberry Street. On-street parking for the alley homes is proposed along the woonerf. Both the Alley and woonerf will be public facilities.

Trails and Open Spaces

The project is proposing four open space tracts and a connection to the existing multi-purpose trail that currently exists within the BPA easement.

- Tract A is a steep slope common area located along the south and west property lines, to be owned and maintained by the IHCA.
- Tract B, in the western portion of the site, will be a landscaped open space containing the trail connection to the BPA easement, to be owned and maintained by the IHCA.
- Tract C, in the center of the site, will be a landscaped tract that may contain paths, benches, plazas and landscaping. It will be owned and maintained by the IHCA.
- Tract D is a sloped common area located in the northwest portion of the site, to be owned and maintained by the IHCA.

Housing Types

The proposed housing type for this community will be detached single family, with both alley and front-loaded housing styles:

Front-loaded lots: The average lot dimension for the front-loaded homes will be 50' wide by 95' deep. The minimum lot size currently proposed is 5,002 S.F. Home sizes will range from 2,000 S.F. to potentially 3,750 S.F. with 2-car garages and driveway parking for 2 additional cars. During the architectural design portion of the project careful attention will be paid to a variety of elements to help provide for a varied streetscape and add visual interest to building massing and elements, those elements will include: varying roof forms, covered porches, earth tone color palate and a variety of building materials.

Alley lots: The average lot dimension for the alley-loaded homes will be 30' wide by 75' deep, with wider lots proposed at the corners to provide for articulation and enhanced architectural elements to provide a visual interest in the side elevation. The minimum lot size currently proposed is 2,276 S.F. Home sizes could potentially range from 1,500 to 2,250 S.F. with 2 car garages.

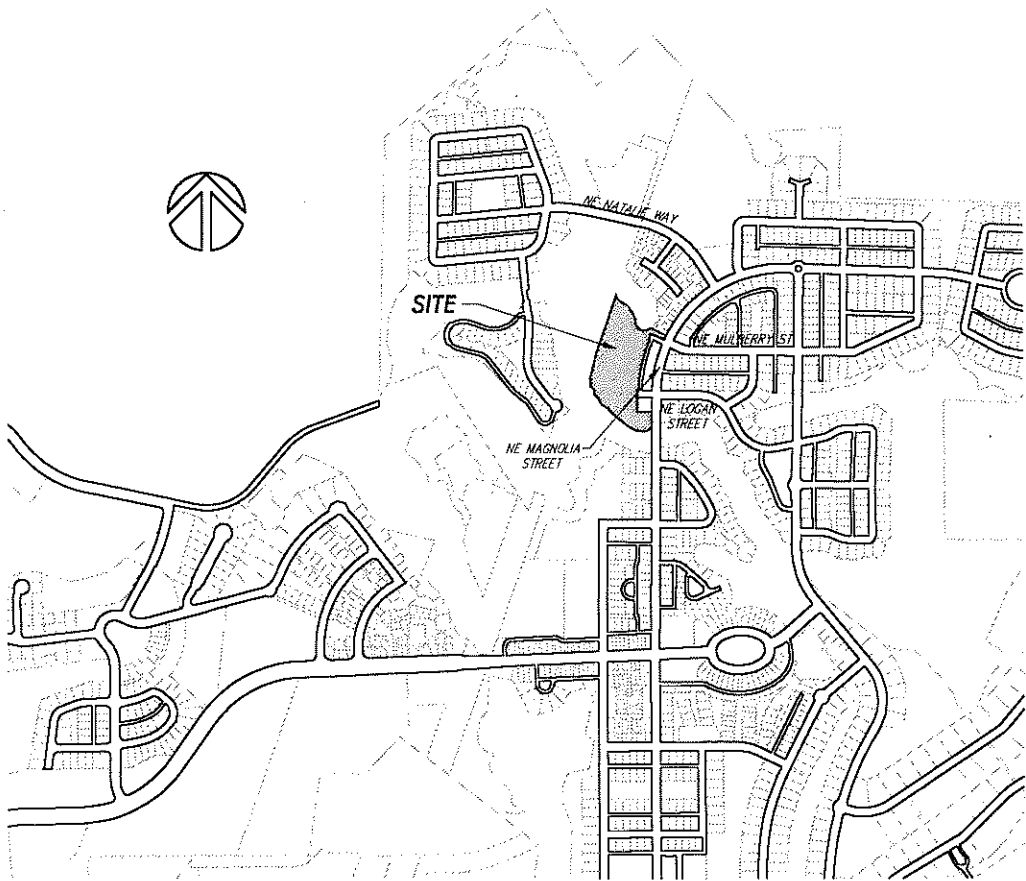
The simple fact of having Front-loaded homes to one side of the woonerf and alley-loaded homes to the opposite side will help to provide a visually interesting streetscape and will help to provide visual interest to the building massing. Building exteriors, could potentially fall into what is commonly referred to as Contemporary Northwest, these homes generally include stone veneer, natural color palate, exposed timber detailing, covered porches, and other natural and manufactured building materials.

Unique Features

The proposed project is located in what is commonly referred to as the North Park area of Issaquah Highlands. This area includes the Bark Park, Grandview Park as well as portions of the paved multi-purpose trail.



PRELIMINARY PLAT
OF
DIVISION 95
FOR
DIVISION 95, L.L.C.



KEY MAP
SCALE: 1" = 500'

SITE INFORMATION

DEVELOPER	DIVISION 95, L.L.C. 15 LAKE BELLEVUE DRIVE, SUITE 102 BELLEVUE, WA 98004 (425) 869-1300 CONTACT: KEVIN O'BRIEN
ENGINEER/SURVEYOR /PLANNER/PREPARER	CORE DESIGN, INC. 14711 NE 29TH PL., SUITE 101 BELLEVUE, WA 98007 (425) 885-1811 CONTACT: DAVID CAYTON, P.E. GLENN SPRAGUE, P.L.S. LAKE HERMANSEN
OWNER	GRAND-GLACIER, L.L.C. 1011 NE HIGH ST., SUITE 200 ISSAQUAH, WA 98029 (206) 849-1051 CONTACT: JIM BERGER
DRAINAGE BASIN	NORTH FORK ISSAQUAH CREEK
ACREAGE	DIVISION 95 3.54± ACRES
ZONING	URBAN VILLAGE
NEIGHBORHOOD ZONING	HOUSE AND GARDEN
TOTAL NUMBER OF PROPOSED UNITS	38
ALLOWED DENSITY (RANGE)	RESIDENTIAL: 8-20 DU/AC
LAND USE PERMITTED (RANGE)	RESIDENTIAL, RETAIL, RECREATIONAL, COMMERCIAL
LAND USE PROPOSED	RESIDENTIAL
ASSESSOR'S PARCEL NUMBERS	362991240
UTILITY PURVEYORS	CITY OF ISSAQUAH CITY OF ISSAQUAH CITY OF ISSAQUAH QUEST COMMUNICATIONS PUGET SOUND ENERGY PUGET SOUND ENERGY COMCAST
WATER SANITARY SEWER STORM DRAINAGE TELEPHONE POWER GAS CABLE TV	
OTHER SERVICES	ISSAQUAH SCHOOL DIST. 411 EASTSIDE FIRE AND RESCUE
SCHOOL DISTRICT FIRE PROTECTION	

LEGAL DESCRIPTION

PARCEL B, CITY OF ISSAQUAH BOUNDARY
LINE ADJUSTMENT NO. LLA10-0031H,
RECORDED IN VOLUME 215 OF SURVEYS AT
PAGE 127, RECORDED UNDER RECORDING
NO. 2010008900004, RECORDS OF KING
COUNTY, WASHINGTON.

BASIS OF BEARINGS

SECTION SUBDIVISION AND BASIS OF
BEARINGS PER FINAL PLAT OF ISSAQUAH
HIGHLANDS DIVISIONS 82, 83, 97 AND 98,
RECORDED IN VOLUME 218 OF PLATS,
PAGES 51 THROUGH 60, UNDER KING
COUNTY RECORDING NO. 2003120000239.

HORIZONTAL DATUM

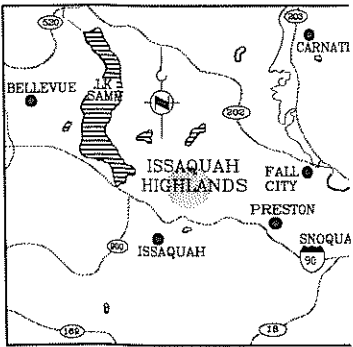
(PER DAVID EVANS AND ASSOCIATES)
NAD 83/91 BASED ON GPS SURVEY
CONSTRAINED TO NGS STATION "MERCIA"
LOCATED IN BELLEVUE, WASHINGTON, AND
THREE EXISTING DAVID EVANS AND
ASSOCIATES CONTROL POINTS LOCATED
ALONG INTERSTATE 90 IN ISSAQUAH,
WASHINGTON.

VERTICAL DATUM

(PER DAVID EVANS AND
ASSOCIATES)
NAVD 88 BASED ON NGS
STATION "MERCIA" LOCATED IN
BELLEVUE, WASHINGTON.

SHEET INDEX

1	TITLE SHEET
2	EXISTING CONDITIONS
3	PRELIMINARY PLAT MAP
4	PRELIMINARY GRADING PLAN
5	PRELIMINARY UTILITY PLAN



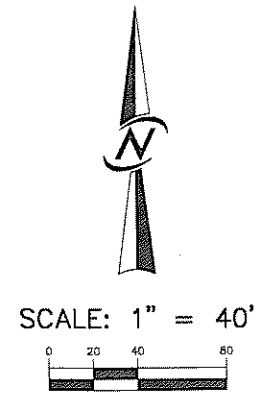
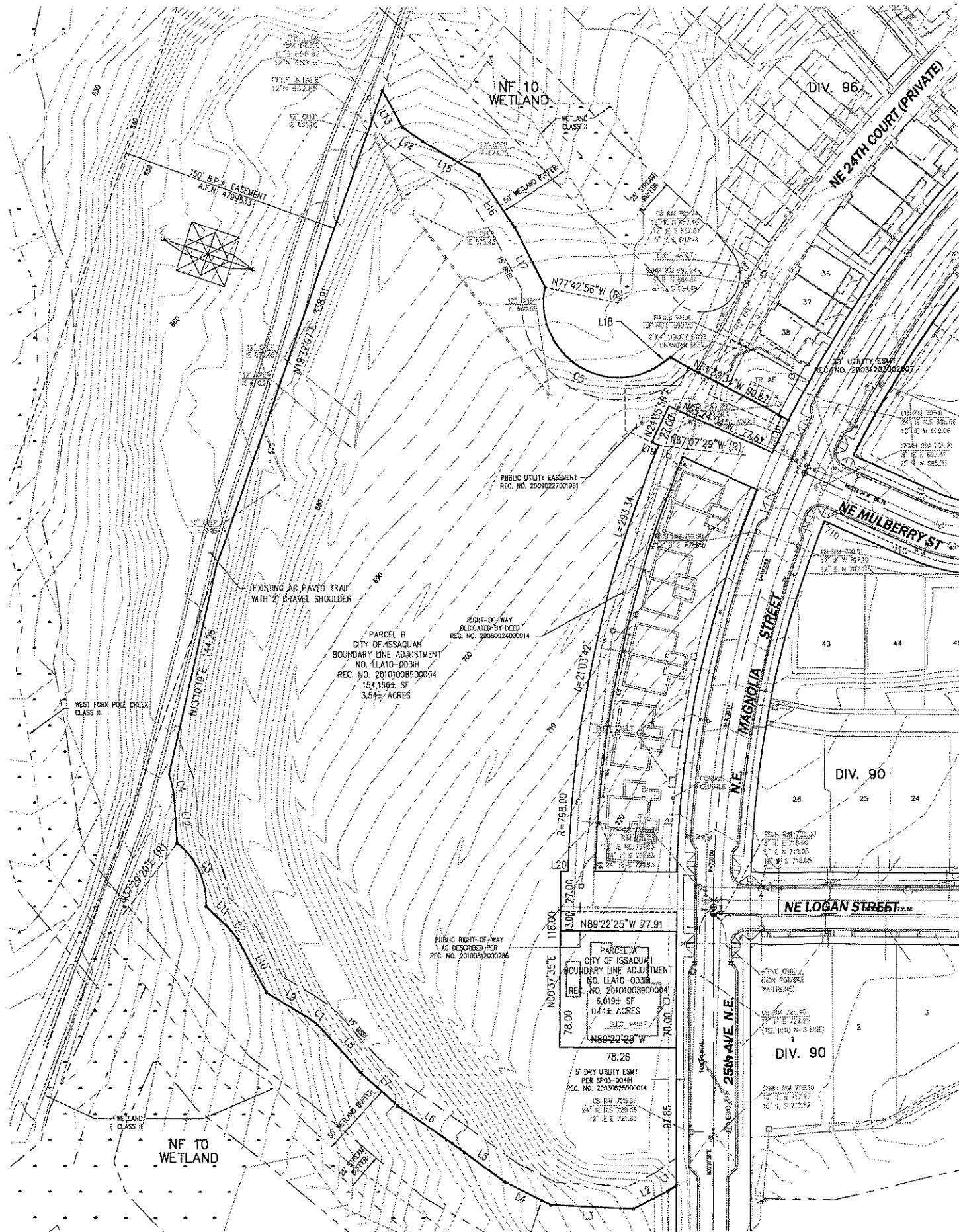
VICINITY MAP



APPROVAL CONDITIONS

BY	DATE
APPROVED BY PORT BLAKELY COMMUNITIES FOR REVIEW BY THE MDRT	
BY	DATE
PLANNING	ENGINEERING
MDRT Planner Date	MDRT Engineer Dc
<input type="checkbox"/> Reviewed & Determined to be not applicable	<input type="checkbox"/> Reviewed & Determined to be not applicable
MDRT LS Arch. Date	MDRT Engineer Dc
<input type="checkbox"/> Reviewed & Determined to be not applicable	<input type="checkbox"/> Reviewed & Determined to be not applicable
MDRT Program Manager	Date
Public Works Engr Director	Date

PERMIT # PP - IH
FIRST SUBMITTAL TO MDRT
JANUARY 23, 2012



PROJECT NOTES

1. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM FIRST AMERICAN TITLE INSURANCE COMPANY SUBDIVISION GUARANTEE ORDER NO. 4208-17516-41 DATED AUGUST 18, 2011. IN PREPARING THIS MAP, CORE DESIGN, INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS CORE DESIGN, INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY THE REFERENCED GUARANTEE. CORE DESIGN, INC. HAS RELIED WHOLLY ON FIRST AMERICAN'S REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND THEREFORE CORE DESIGN, INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.

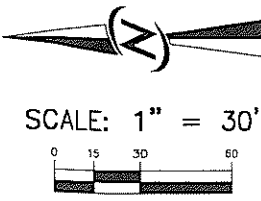
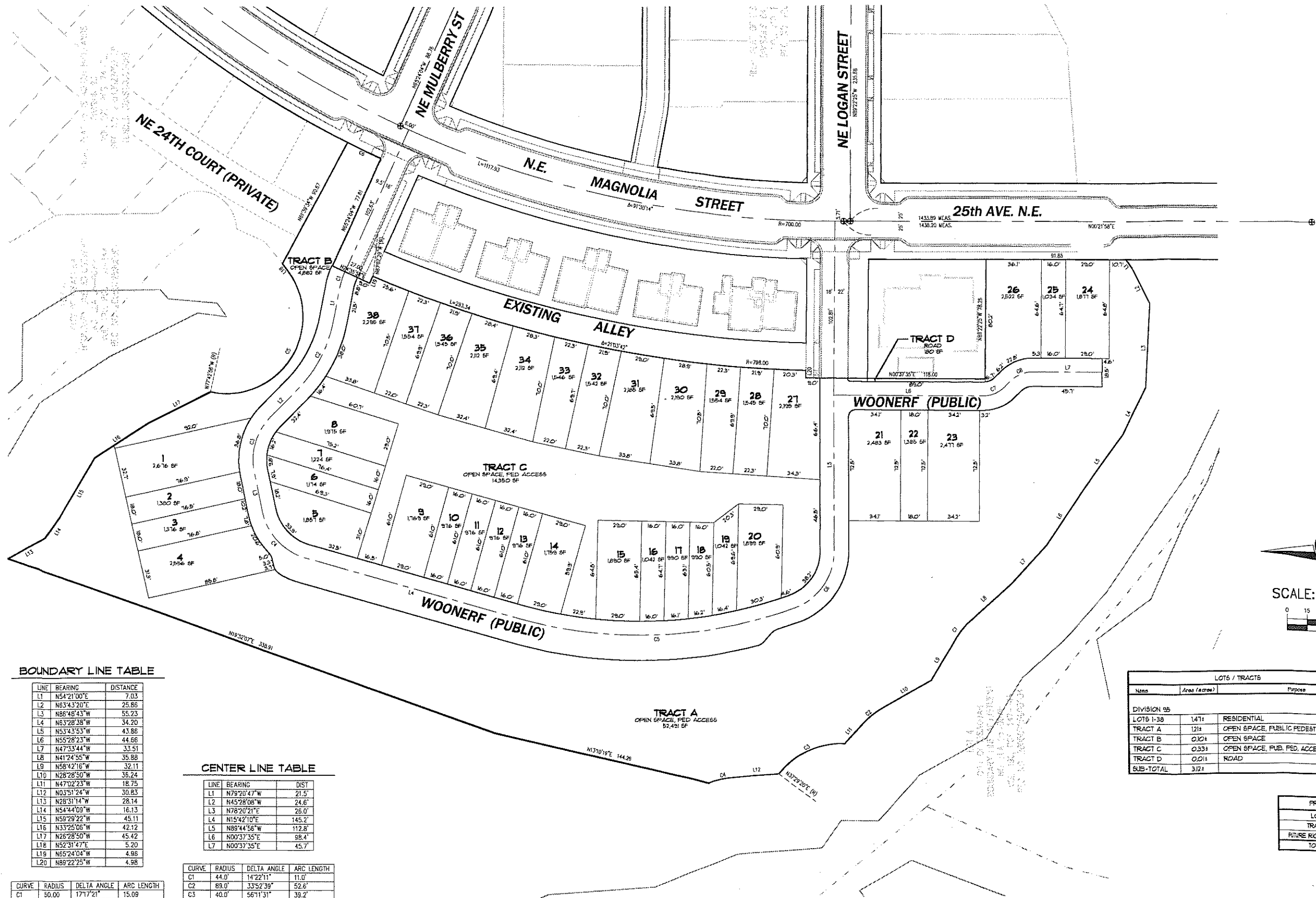
2. THIS SURVEY REPRESENTS VISIBLE PHYSICAL IMPROVEMENT CONDITIONS EXISTING IN AUGUST, 2011. CONTOURS ON SITE REPRESENT CONDITIONS EXISTING IN OCTOBER, 2005. NO ATTEMPT WAS MADE TO UPDATE THE CONTOURS THROUGH THE ADJACENT HABITAT FOR HUMANITY OR LEO HOUSE PARCELS FOR THIS PRELIMINARY PLAT. AN UPDATED SURVEY WILL NEED TO BE CONDUCTED PRIOR TO FINAL ENGINEERING.

3. THIS IS A FIELD TRAVERSE SURVEY. A SOKKIA FIVE SECOND COMBINED ELECTRONIC TOTAL STATION WAS USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN IAC 332-130-090. ALL MEASURING INSTRUMENTS AND EQUIPMENT ARE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

4. UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE ARE SHOWN HEREON. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE UTILITY LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. CORE DESIGN ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

LINE	BEARING	DISTANCE
L1	N54°21'00"E	7.03
L2	N63°43'20"E	25.86
L3	N86°48'43"W	55.23
L4	N63°28'38"W	34.20
L5	N53°43'53"W	43.86
L6	N85°28'23"W	44.66
L7	N47°33'44"W	33.51
L8	N41°24'55"W	35.88
L9	N58°42'16"W	32.11
L10	N28°28'50"W	36.24
L11	N47°02'23"W	18.75
L12	N03°51'24"W	30.83
L13	N28°31'14"W	28.14
L14	N54°44'09"W	16.13
L15	N59°29'22"W	45.11
L16	N33°25'06"W	42.12
L17	N26°28'50"W	45.42
L18	N52°31'47"E	5.20
L19	N65°24'04"W	4.96
L20	N89°22'25"W	4.98

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH
C1	50.00	171°21"	15.09
C2	50.00	183°33"	16.20
C3	50.00	55°28'50"	48.42
C4	50.00	17°38'41"	15.40
C5	50.35	139°45'17"	122.64
C6	725.00	01°55'23"	24.33



BOUNDARY LINE TABLE

LINE	BEARING	DISTANCE
L1	N54°21'00"E	7.03
L2	N63°43'20"E	25.86
L3	N86°48'43"W	55.23
L4	N63°28'38"W	34.20
L5	N53°43'53"W	43.86
L6	N55°28'23"W	44.66
L7	N47°33'44"W	33.51
L8	N41°24'55"W	35.88
L9	N56°42'16"W	32.11
L10	N28°28'50"W	36.24
L11	N47°02'23"W	18.75
L12	N03°51'24"W	30.83
L13	N28°31'14"W	28.14
L14	N54°44'09"W	16.13
L15	N59°29'22"W	45.11
L16	N33°25'06"W	42.12
L17	N26°28'50"W	45.42
L18	N52°31'47"E	5.20
L19	N65°24'04"W	4.98
L20	N89°22'25"W	4.98

CENTER LINE TABLE

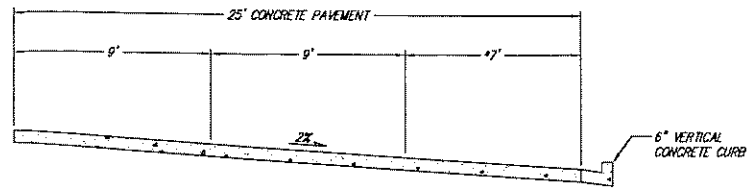
LINE	BEARING	DIST
L1	N79°20'47"W	21.5
L2	N45°28'08"W	24.6
L3	N78°20'21"E	26.0
L4	N15°42'10"E	145.2
L5	N89°44'56"W	112.8
L6	N00°37'35"E	98.4
L7	N00°37'35"E	45.7

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH
C1	50.00	171°17'21"	15.09
C2	50.00	18°33'33"	16.20
C3	50.00	55°28'50"	48.42
C4	50.00	17°38'41"	15.40
C5	50.36	139°45'17"	122.84
C6	725.00	01°55'23"	24.33

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH
C1	44.0'	14°22'11"	11.0'
C2	89.0'	33°52'39"	52.6'
C3	40.0'	56°11'31"	39.2'
C4	40.0'	62°38'11"	43.7'
C5	300.0'	34°53'54"	182.7'
C6	40.0'	70°33'12"	49.3'
C7	20.0'	45°00'00"	15.7'
C8	20.0'	45°00'00"	15.7'

LOTS / TRACTS			
Name	Area (Acres)	Purpose	Owner
DIVISION 95			
LOTS 1-38	1.471	RESIDENTIAL	DIV. 9
TRACT A	1211	OPEN SPACE, PUBLIC PEDESTRAIN ACCESS	HK
TRACT B	0.101	OPEN SPACE	HK
TRACT C	0.331	OPEN SPACE, PUB. FED. ACCESS, PUB/PVT UTIL	HK
TRACT D	0.011	ROAD	CITY OF
SUB-TOTAL	3.121		

PROJECT SUMMARY	
LOTS	1.471 AC.
TRACTS	1.651 AC.
FUTURE RIGHT-OF-WAY	0.421 AC.
TOTAL	3.541 AC.



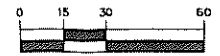
**WOONERF
ROAD SECTION**

NO SCALE

* 7' PARALLEL PARKING
WHERE SHOWN ON PLANS

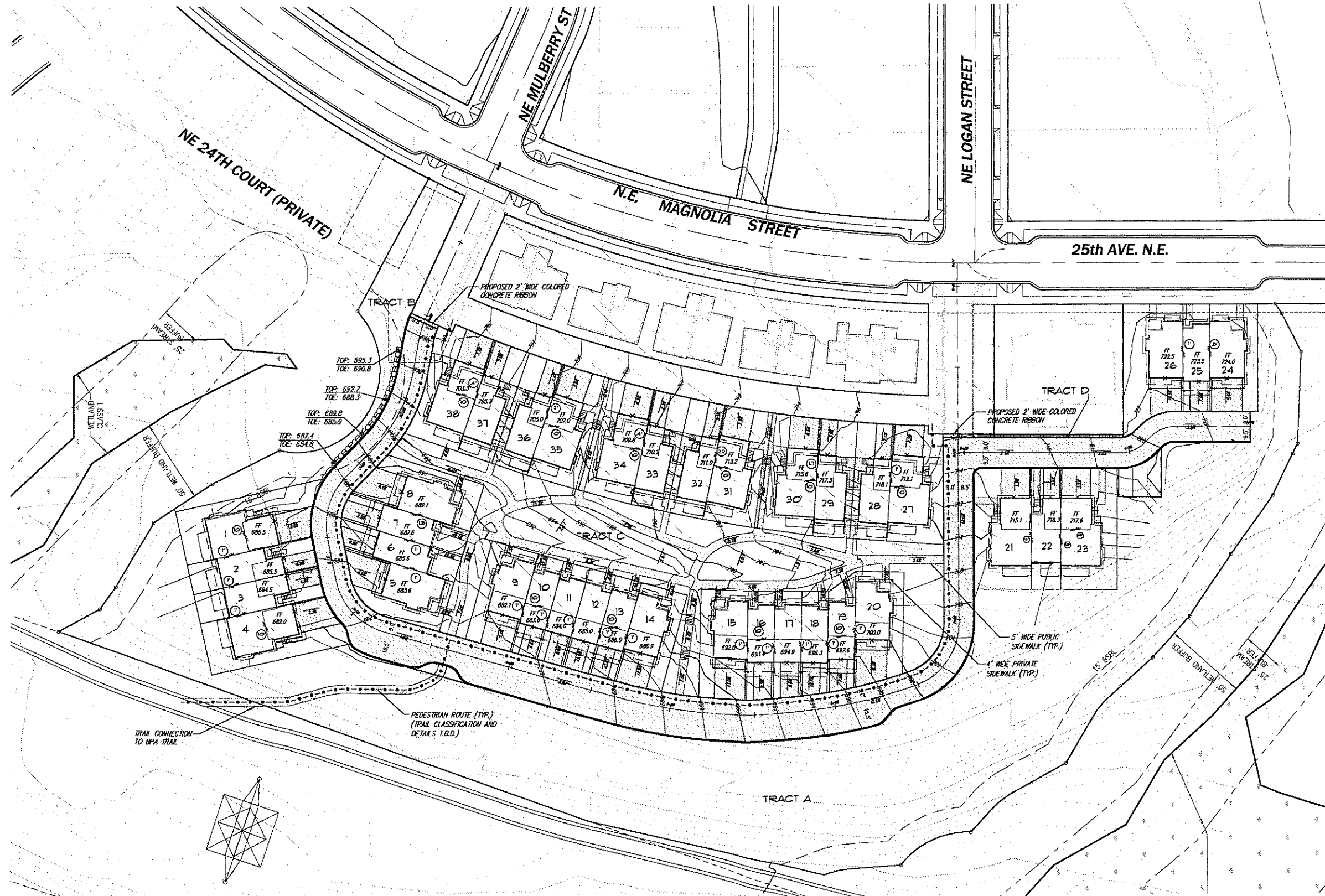


SCALE: 1" = 30'



LEGEND

- BUILDING STEP (FT)
- FINISHED FLOOR ELEVATION





SCALE: 1" =

